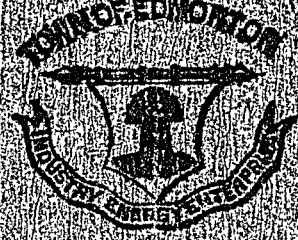
Information for Intending Settlers. One Hundred Questions Answered on the One Hundred and Sixty Acre Free Farms in the

EDMONTON WHEAT BELT



THE GARDEN OF THE NORTH-WEST IS THE EDMONTON DISTRICT

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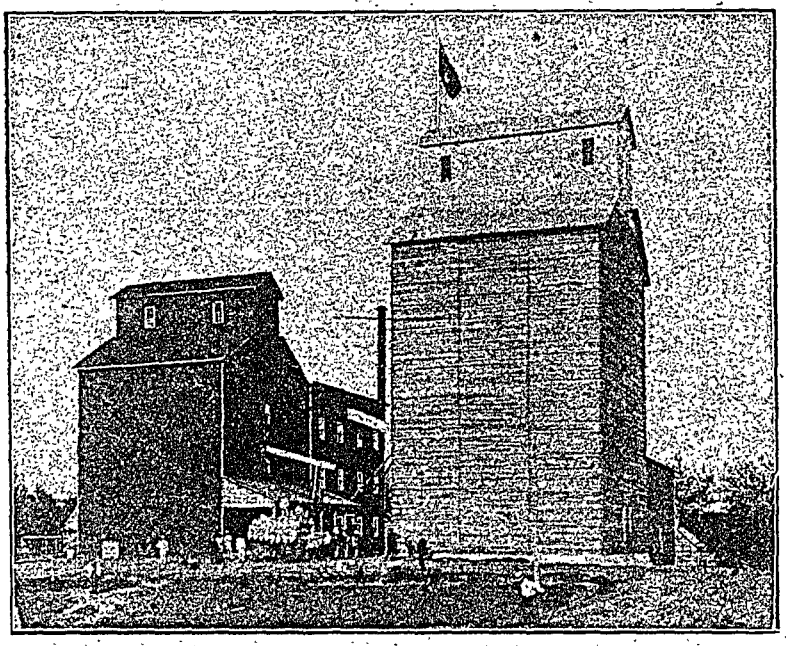
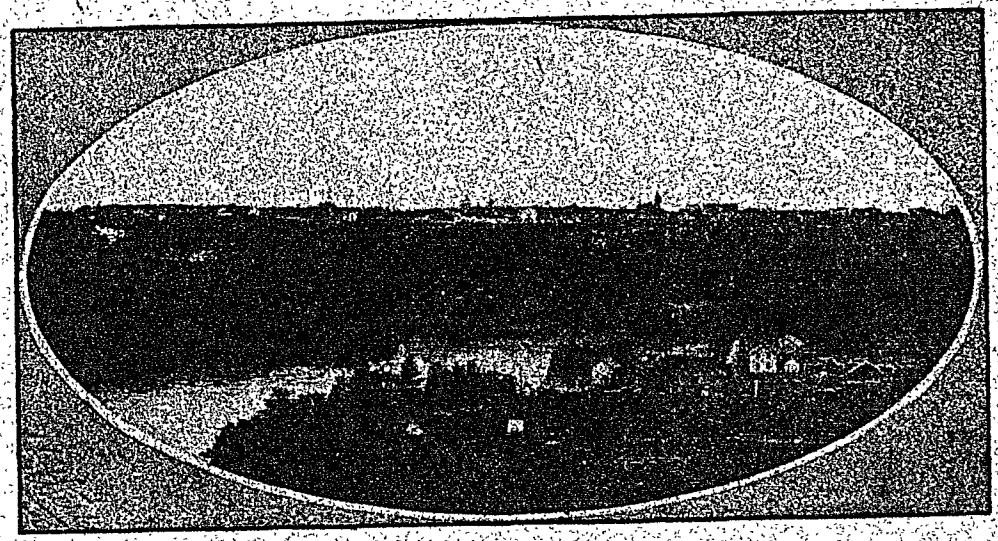
The above cut represents a sample of vegatables grown in the garden of Donald Ross, Edmonton. To the right is Donald Ross himself, and to the left Immigration Agent C. W. Sutter.



Dowling Co's Mills and Elevator, Edmonton, Alta.



A Partial View of Edmonton From Dowler's Hill.

The Great Wheat Belt

The Empire of Wheat.

The wealth of the world is wheat. It is not only the ultimate measure of riches and the final standard of value, but it is wealth itself. As the wheat crop of the world is great or small, so the civilized world is rich or poor. This was true four thousand years ago and it is true to-day. Because there was always corn in Egypt, that country drew to itself the poor who needed food and the rich who looked for opportunity. Labor and capital, energy and ambition were brought together. The secret of the wonderful wealth and civilization of the Nile Valley four thousand years ago was its never failing crops of wheat.

Wheat is strength as well as wealth, and is as much the foundation and main stay of present day civilization as it was of the empires of Egypt and Babylon. The advance of science and invention during forty centuries have not decreased but rather increased the pre-eminence of wheat in the life and work of civilized man.

The spread of the growth of wheat on the North American continent has been the spread of civilization; and is the foundation of the wonderful advance not only of North America but of the civilized world during the past half century. The possibility of wealth in the growth of wheat was the attraction which drew men on and on into the wilds of America, and the cheapened bread which was its result has improved the condition of the millions of civilized Europe.

Science and invention have been inspired and compelled by the necessities created by the growth, manufacture and distribution of wheat and bread. The Atlantic cables, the Atlantic liners, the railway systems of the two civilized continents, the lumber trade, the iron trade, the cotton trade, every branch of commerce and industry depend on the yield and increase of wheat for their chief usefulness and final success. Upon the production of wheat is built the wealth, if not the very existence, of the civilized world, and even civilization itself. Therefore the opening of any considerable new area to wheat production is a matter of world-wide interest.

Wheat and Civilization.

The region best adapted to the growth, and that can longest sustain the profitable production, of wheat has within itself the essential elements of civilized greatness, for not only will wheat buy every other product and the result of every industry on earth but the latitudes within which wheat is produced in greatest perfection are the latitudes in which civilized man, and the civilization of which he boasts, reach their highest development. The people of a wheat producing country are not always rich or highly civilized. But the fault is in the conditions surrounding the industry, not in the industry itself. Under the conditions prevailing in America, the cultivation of wheat has spread an enlightened, a progressive and a wealthy people far and wide over

the United States and Canada, has built great cities, and brought into being huge systems of commerce and industry, all dependent upon, and serving the needs of, the grower of wheat.

Climate and Wheat.

Wheat is grown over a wide range of latitude and under many and various climatic conditions. In some respects it is the hardiest of small grains and in others the most delicate. In the earlier stages of its growth it will stand almost any vicissitude of climate, but as it nears maturity it becomes exceedingly sensitive to climatic disturbances. For about three weeks, while passing from the bloom to the mature grain it is especially sensitive to the slightest touch of frost, which is the great drawback of wheat growing in northern latitudes. A difference of one or two degrees in temperature on a single night during this period will make the difference between success and failure of a wheat crop, and mean thousands or perhaps millions of dollars loss to the region affected. Where the line between success and failure is so narrow it becomes possible to pass over it. The experience of half a century in all parts of North America has demonstrated that the general cultivation of the soil of any region tends towards the maintenance of an equal temperature, and therefore that many regions in which wheat did not mature successfully while the country was in a raw condition, become the most successful wheat producers when cultivation has become general. It is a fact that the regions of North America which are to-day recognized as the great cources of the wheat supply of the continent and of the civilized world are far beyond what were supposed to be the climatic limits of wheat production fifty years ago.

The March of the Wheat.

The production of wheat is limited rather by conditions of soil than by lines of latitude. The most remarkable feature of the spread of the growth of wheat on the continent of America is the continental shifting of the centre of the wheat growing area and its continual progress in a northwesterly direction. The eastern states and provinces which were the great wheat producers of half of a century ago now buy most of the wheat they need for their own bread, from states and territories which then were considered to be far beyond the climatic possibility of wheat. The cause of this remarkable change of the centre of production is the exhaustive character of the wheat crop. The character of the wheat plant may be varied to meet very different conditions of climate, but there is no substantial variation in the demand which this the richest and most concentrated of vegetable foods makes upon the soil — demands which only the most enduring of soils can respond to for very many successive seasons. The soil of the forest and prairie lands of the northern states and of the eastern provinces of Canada was ideal for wheat production for a few years; but only for a few years. The top soil was rich but thin, and the sub-soil was poor. A few crops of wheat exhausted the native fertility of the thin layer of rich mould, and when that was gone and the ground had to be fed for each crop, wheat raising became unprofitable. Wheat was replaced by less exhaustive crops in the older settled country, and the wheat area pushed first further west and then further north where the native fertility yet remained in the soil. This process was continuous. The world's need of wheat carried civilization westward along the Great Lakes, westward and northward into the

basin of the Mississippi, and still westward and northward into the valley the Red River of the north. Forests were cleared and prairies brought u cultivation, roads were constructed, cities were built, vast industries establ ed and civilization spread over the face of the earth, all because the w needed wheat. And although the wheat area moved always forward it left smiling fields and happy homes behind, dependent on other resources wheat, under conditions which made these resources of equal value but always because of, the wheat.

The Seed of Empire.

Wheat is the crop of the pioneer. It converts the natural fertility of soil into cash in larger proportion and more quickly than any other me The risks of course are great, but so are the chances of profit; and it is chance of sudden wealth, or at least competence, which draws men on de and dare as nothing else will. Once the native fertility of the soil is hausted the settler must either turn to other branches of farming, or so to regions of as yet unexhausted fertility. There are parts of the w where the soil is of such permanent richness that even continuous w cropping will not exhaust it. Such are the alluvial plains of Hungary the black lands of Southern Russia. Where such soil exists, under a able climate, its value to the world is universally recognized. In all the gress of wheat culture in the United States or Canada, no such land found until the Red River of the north was reached, and there, beyond was supposed not very long ago to be the extreme limit of profitable culture of any kind has been found not only a climate suitable to the duction of wheat but an inexhaustible soil; a combination of soil and ate that has given the world its wheat of highest grade. This is not a is is an old story, established by experience extending over thirty y The great flour mills of Minneapolis, the financial and railroad centr St. Paul, and the great lake port of Duluth are all the outgrowth of product of the Red River Valley which thirty years ago was an unk and uninhabited waste. To-day the condition of the wheat crop in the River Valley is a matter of the deepest interest in all the commercial, ancial and transportation centres of the world, and because of the esp ly favorable conditions of soil and climate will be so for generations to

The Need of Elbow Room.

But now that part of the Red River Valley which lies within the U States is fully occupied. Pioneer conditions have been succeeded by all advantages of a high civilization. The soil is as rich as ever and the of wheat is still No. 1 hard, the standard of the world. Under these c tions the price of land is high, and so the very first and most essential dition which attracts the pioneer,—cheap land—no longer exists in the River Valley. If the flowing tide of population, the increase of many tions of people, is not to be thrown back upon itself to congest in the cities or degenerate on sub-divided and worn out farms, the overflow o most industrious and ambitious people on earth—of Canada and the U States,—must find still further on a suitable field and elbow room their life and labor, their energy and enterprise, preferably in prod the world's greatest need, more wheat. The international boundary, the parallel, is merely an imaginary line, and it is worth while enquiring far beyond that line the great wheat area of which the United States tion of the Red River Valley is a part, extends.

The Great Wheat Belt of Canada.

The usual similarity of soil and general conditions throughout the drainage basin of any river, or river system, is an accepted fact. The Red River of the north is not an isolated stream but a part of a great river system having the most remarkable similarity of soil, irrespective of considerable variations of climate, throughout its extent. It would be unprofitable to here go into a detailed description of the geography and geology of this region. There are, however, two great mountain divisions in the northern part of the continent. The wooded, rocky, low lying Laurentian formation or range which starts from the Atlantic coast, on the great river which gives it its name, skirts the Canadian lakes and stretches away northwesterly, a region of lake and rock and forest, until it meets the Rockies near the Arctic coast. The Rockies lie comparatively near to the Pacific coast, for the whole length of the continent. Their elevation is great and the country slopes from their base easterly to the valley of the Mississippi in the southern part, but in the northern part on the Canada side it slopes northerly as well as easterly until it strikes the barrier of the low lying, but impenetrable Laurentian range. There is thus a great triangular area of fertile soil lying between the Rockies on the west and the Laurentian range on the east and north. This area for its whole length from east to west and for a width of some four hundred miles from south to north along the north side of the international boundary is occupied by the drainage basins of the Red River and of the Saskatchewan, both of which empty into Lake Winnipeg and form part of the same river system, having the same general geological characteristics, and the same inexhaustible wheat soil. The wheat area of the Red River Valley within the United States is possibly two hundred miles in length from north to south; but on the Canada side the same advantages of soil with greater advantages of situation and climate extend northwesterly along the North Saskatchewan, to the Rockies a full thousand miles, with an average width of not less than two hundred miles. As already said, throughout this vast extent there are variations of climate and other conditions, but the one distinguishing feature of the whole country is the deep black, wheat soil, a soil which will stand successive crops of wheat as no other soil in America will.

Proof by Results.

In case there may be doubts of the climatic or other advantages of that part of the Red River Valley on the Canada side, because of its more northerly situation it need only be said that the development in the province of Manitoba and the adjoining portions of the Northwest Territories is fully equal to that which has taken place in the United States. The city of Winnipeg, the lake ports of Fort William and Port Arthur, the two lines of railway to those ports, the network of railways throughout the province, and the huge yield of wheat for the past several years, unequalled per head of population elsewhere in the world, all tell their story of created wealth which can only rest on a foundation of most favorable conditions. Indeed so favorable are the conditions and so satisfactory have been the results, that the lands of the Red River Valley on the Canada side are either actually occupied or held at such prices as to suggest to the pioneer the desirability of going further west into the Saskatchewan Valley to get as good soil, more favorable natural conditions, and cheaper land, while still within the "Great Wheat Belt" of Canada, and of North America.

The Wonderful Chinook.

While there is a marvellous similarity of soil throughout the great wheat belt, extending from the head of the Red River, in Minnesota to the head of the Saskatchewan in the Rocky Mountains, there are, as already said, very considerable differences in climatic and other conditions. The great and striking climatic difference between the extreme south eastern part of the wheat belt — the Red River Valley and the extreme northwestern part comprised in the western portion of the Saskatchewan valley, is the chinook wind. The chinook is the local name given to the west wind which blowing off the warm waters of the North Pacific carries a share of their warmth far inland, even over the mountain ranges of British Columbia. The chinook differs from the west wind that blows off the North Atlantic carrying warmth and moisture over Northern Europe, in that it has lost its moisture in passing over the mountain ranges intervening between the coast and the plains. The chinook is dry as well as warm, and the warmer because it is dry. It carries its warmth much farther out on the plains than would be possible if it held moisture. The force of the chinook varies in various parts of the west, but its character of a mild, dry west wind is always the same. In Southern Alberta where the land is very high, sloping easterly and northerly from the still higher plains of Montana and Wyoming and where the intervening mountains are comparatively low, the west wind blows strongly in winter and in summer. It clears the snow off in winter making an excellent range for cattle the year round, but its drying effect in summer tends against success in grain growing. Further north when the drainage basin of the North Saskatchewan is reached, the elevation of the country is less and the intervening mountains are higher. Consequently the chinook is not so strongly felt as in the south. The winter climate is modified, not reversed as in the range country, and the summer rainfall is sufficient for all the purposes of agriculture. There is a park like growth of timber which shelters from the wind, so that the blizzards which blow so fiercely over the great bare eastern plains are here unknown. The snow comes late in the fall. There is generally good sleighing from about Christmas until the latter part of March. The snow is seldom drifted and never crusted. Outdoor duties are attended to without danger or discomfort all winter long. There are cold snaps of course, but they are generally of short duration, and mild weather predominates, but winter thaws are practically unknown.

Warmth in High Latitudes.

It is a well established fact that the western part of the Saskatchewan valley has an ideal winter, owing to the influence of the chinook. But that influence extends much further north, and is felt even more strongly on the Peace River than on the Saskatchewan, so that the winter climate of that region from latitude 55 to 59 presents very little variation from that on the Saskatchewan in latitude 53. These are high latitudes compared with those of the agricultural sections of the Atlantic coast of North America, but are no higher than those at which agriculture is practicable and profitable in Northwestern Europe, which is similarly affected by the warm wind blowing off the Gulf stream. Edmonton, on the Saskatchewan, is in the same latitude as Liverpool, England; and St. Petersburg, the capital of Russia, is in latitude 60, much farther north than any part even of the Peace River country.

The Far Northerly Range of Wheat.

As the region affected by the chinook lies along the base of the Rockies and the slope of the country is easterly it is necessarily at a comparatively

high elevation above the sea and this coupled with its northern latitude is apt to create the impression that the combination of high latitude and altitude makes the climate unsuitable for wheat. To prove that these influences are balanced by the effect of the chinook, it needs only to be shown that wheat is grown successfully all the way from the international boundary in latitude 49 to Fort Vermilion, on Peace River, in latitude 58 1-2, a distance of 700 miles from south to north. The incontestible proof of successful growth of wheat is the existence and operation of flour mills, at various points throughout this great distance. There is a mill at Cardston and another at Raymond, a very few miles north of the International boundary, one at Wetaskiwin, one at Leduc, one at Strathcona, one at Edmonton, one at Fort Saskatchewan, and one at Morinville. These last six are all in the drainage basin of the Saskatchewan; and all but one—Wetaskiwin—within a radius of twenty miles of Edmonton, in latitude 53 1-2. Two of them, Fort Saskatchewan and Morinville, are twenty miles from the existing railway. All the mills mentioned are roller process and at this season are running night and day. Their product holds the local market against the competition of the great mills of Manitoba and competes with them in the common market of British Columbia. At Peace River Crossing in latitude 56 there is a steam mill grinding local wheat to suppply the home demand, and at Vermillion, further down Peace River in latitude 58 1-2 is a fifty barrel roller process mill grinding on last season's crop. It may not be out of place to mention that a steam grist mill was first established at Vermillion in 1886, so that the growth of wheat there is not an experiment. Wheat is also grown and ground into flour at Fort Providence on the Mackenzie river in latitude 61, 150 miles further north than Vermilion. These facts establish a wide range of climatic possibility under the moderating influence of the chinook, and prove conclusively that the Saskatchewan valley is far within the northern limit of the growth of wheat, and indeed in its western part is only midway between the possibilities existing at the International boundary and those of the lower Peace River at Fort Vermilion.

Limitations of the Wheat Belt.

But while the marked feature of the drainage basin of the Red and Saskatchewan rivers is great and wonderful uniformity of fertility of soil, and while all parts are well within the northern limit of successful wheat culture, it would be a mistake to suppose that the conditions are the same, or are equally favorable throughout the whole area. As already indicated the country has an easterly slope from the base of the Rockies to the valleys of the Mississippi and Red Rivers. It has also a northerly slope to the Arctic Ocean as shown by the course of the great Mackenzie river. But this northerly slope is intercepted by the valley of the North Saskatchewan which cuts clear across the plains from the Rockies in the west to the Laurentians in the east and bars the northern extension of the high, dry, plain country which occupies such a vast extent of the western part of the United States. The highest part of the great plains lies in the States of Colorado, Wyoming and Montana. Because of their great elevation above the sea the climate of these states is too dry for successful agriculture, and they are devoted almost entirely to grazing. In its western part the International boundary approximately follows the watershed between the Missouri and the South Saskatchewan. The Missouri finds its way south-easterly into the Mississippi and the South Branch northeasterly into the main Saskatchewan. The streams which rising in the Rockies unite to form the South Saskatchewan show a rapid fall of the country northward from the International boundary, so that while at the boundary line west of the 104th meridian the climate is as dry on the Canada as on the Montana side, the country falls so rapidly that at no very great distance, as

the low lying lake and forest region bordering on the Laurentian formation to the east, or the Saskatchewan valley to the north is approached, the rain and snow fall becomes sufficient for profitable agriculture. Speaking roughly the southwestern portion of the Northwest Territories, which is drained by the streams which form the South Saskatchewan, is a modified continuation of the high dry grazing lands of Montana, but with naturally rich soil, a better growth of grass and a more general distribution of water. This is especially true of the foothill region. Further east in the drainage basin of the Red River, served by the Souris, the Qu'Appelle and the Assiniboine, and further north in the drainage basin of the North Saskatchewan with its southern tributary, the Battle river, there is a sufficiently assured rainfall to make the difference between a grazing and a wheat growing country. The wheat belt does not extend due westerly from the Red River to the Rocky Mountains, but northwesterly, taking the drainage basin of the Red River northerly and westerly and then the drainage basin of the Saskatchewan westerly and northerly to the base of the Rockies, and still further northerly and then westerly to the Peace River. It is bounded along its northeasterly side by the Laurentian region of lake, rock and forest and on its southeasterly side by the high dry grazing region of the Great Plains.

Elevation Above the Sea.

The slope of the country from the boundary line, northward along the Rockies, is shown by the elevation above the sea of the several towns lying almost on a north and south line, Cardston near the boundary is 3,700 feet above the sea. Calgary on the Bow River, 160 miles north of the boundary, is 3,410 feet, Edmonton, on the Saskatchewan, is 2,177 feet. The elevation of Edmonton is that of the country generally, while the river at that point is not more than 2,000 feet above the sea. Winnipeg, on the Red River, is about 750 feet above the sea. The difference in elevation between Winnipeg and Edmonton, nearly one thousand miles northwesterly following the wheat belt, is 1,400 feet, while the difference between Edmonton in the wheat belt and Calgary in the grazing region only 200 miles further south, if the upland level is taken in both cases, is about the same.

The Edmonton District.

The Saskatchewan river rises in the Rocky Mountains and after a northeasterly and then an easterly course empties into Lake Winnipeg near its northern end. The Red River empties into the southern end of the same lake, and the outlet of the lake is to Hudson's Bay by way of the Nelson river which is the only break through the Laurentian region already spoken of. The Saskatchewan is of course the great physical feature of the region which it drains, and in the old trading and hunting days gave its name to the country. Now, however, only the region along the lower part of its course is known as Saskatchewan, while that in which it takes its rise and flows through for the first three hundred miles is called Alberta. The division is no doubt made in recognition of the difference in climate between the western and eastern portion of the region because of the influence of the chinook. Alberta is the territory which extends along the base of the mountains from the International boundary line north to the 55th parallel, and takes in all the sources of both the South and North Saskatchewan, and in the northern part those of the Athabasca as well. For convenience the northern half of the district is known as North Alberta, and the name is taken to mean the grain growing part of the chinook belt as distinguished from the grazing region of Southern Alberta, where the chinook is more pronounced. Of North Alberta the part covered by the actual drainage of the North Saskatchewan and served by the existing railway is commonly

known as the Edmonton district, from the old Hudson's Bay trading post, and now the thriving town of that name on the Saskatchewan river, the northern terminus of the railway system of the continent. What is known as the Edmonton district extends from Ponoka, where the Calgary and Edmonton railway crosses the Battle river, seventy miles south of Edmonton, to the height of land between the Saskatchewan and Athabasca, fifty miles north of Edmonton, and as far east and west as settlement has gone. Within this area and particularly in the vicinity of the town of Edmonton, settlement has been established so long and has advanced to such a degree that the advantages of the country are now fully demonstrated and may fairly be taken to show by comparison the capabilities of the surrounding regions according to their varying natural conditions.

The Favored Field of Immigration.

At present and for a number of years past, the Edmonton district has attracted a very large share, if not the largest share of the incoming population. This is the more remarkable because it is the furthest northwesterly point which immigration can reach by rail. It therefore costs more in time and money to get there than to get to any other district of the Canadian West. Being further from the eastern seaboard and from the commercial and manufacturing centres of the east, it is evident that supplies may be expected to cost more to bring in and produce more to take out than from any other section of the West. The preference shown for a district so situated can only be accounted for in one way, and that is by its superior natural advantages and resources, which more than balance the unfavorable features of its situation. It has all the advantages which belong to the eastern part of the wheat belt and many others which are peculiar to it.

Soil.

Its deep, rich, black soil is as striking and universal a feature of the Edmonton district as it is of the Red River Valley itself. The black mould is from two to three feet deep on the high as well as on the low land, and indeed is frequently deepest on the tops of the gentle swells which pass for ridges or hills. The sub-soil is a yellowish clay, free from sand or gravel, and as capable of producing wheat as the black mould of the surface. Indeed it is an accepted fact that as the sub-soil is worked up amongst the mould the grade of the wheat grown on it is improved. On this richest of rich soil the growth of wild vegetation is of a variety and luxuriance that is of the tropics rather than of the temperate zone, and such as is seen nowhere else in the Territories, proving by the most incontestible evidence not only a rich soil but a favorable climate, and desirable conditions.

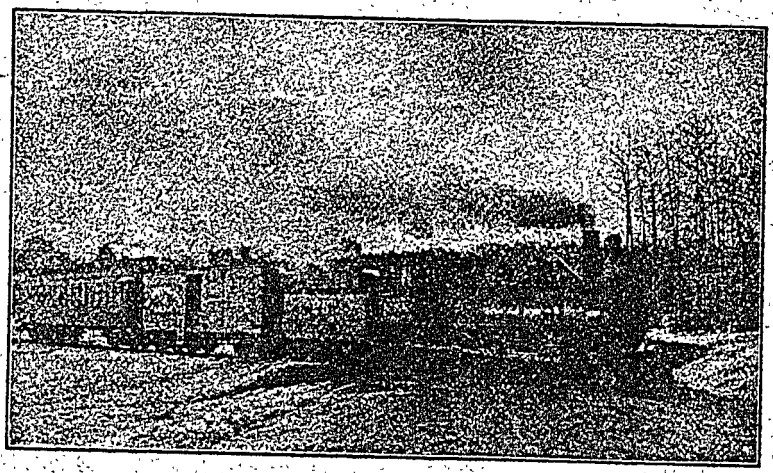
Grass.

The rich growth of vegetation gives abundant and excellent natural pasturage for cattle, and the same growth ensures plenty of hay for winter feed at the bare cost of labor.

Woods.

The growth of timber both small and large which alternates with open prairie throughout the district not only gives a most attractive appearance to the country but is of the greatest utility at all seasons of the year. In summer cattle are sheltered from the heat and in spring and fall from storms. The fierce sweep of the winds of winter is prevented, and fuel, fencing and building material for houses and outbuildings is ready to hand at only the

A Pretty Driveway Near Edmonton.



Canadian Northern Railway Train at Edmonton on the E. Y. & P. Division. This was the first train to cross the North Saskatchewan River.

cost of the settlers' own labor. In this one particular of abundance of timber for farm and household use the advantage as compared with the bare prairie, counterbalances all the disadvantages of extra cost of transportation by reason of distance north and west.

Coal.

The Edmonton district not only has milder winter weather, less wind and more wood for fuel, than other parts of the West, but it has coal in abundance as well. Coal is the ideal fuel for a northern winter. It is so easy to handle, and gives such a strong and steady heat, that wood does not bear comparison with it. The Edmonton district has more good coal immediately available than any other coal area in the known world. Of course it is not found everywhere, but it is found in so many places as to give good ground for the opinion that it actually underlies the whole district. It is chiefly worked where the seams show in the cut banks of the Saskatchewan river or some of its tributaries, but sometimes it is quite close to the surface on level ground and is mined as stone is quarried. The prevailing price at the pit mouth is $1.00 a ton, and the price delivered to customers in the town of Edmonton is $3.00 a ton. The coal is in such quantity over such a large area that there is no danger of the supply ever being cornered. Its quality is first class for domestic use. It is very easily lit and controlled, and is free from soot. It is used for steam purposes as well, but is not of a good quality for blacksmithing. The seams occur at intervals as far east of Edmonton as Victoria on the Saskatchewan, 80 miles distant, and up the river to the mountains.

Timber.

Besides the ordinary growth of poplar throughout the district, there are considerable areas of spruce suitable for sawing. The largest of these are westward up the river and in the foothills of the Rockies. This timber is sawn by local mills and sold retail at about $18.00 per thousand feet. While the supply is not inexhaustible, it is sufficient for many years and ensures building material to the settler at a moderate price. The ultimate supply of lumber for the great plains must come from across the mountains in British Columbia, as indeed a great part of it does now, but the local supply is at least a check on outside lumber prices.

With a gently undulating surface and a good growth of timber the district is naturally well watered with lakes, creeks and rivers, and good water is generally easily procurable by digging wells.

Wood and water, hay and coal, a luxuriant summer growth, and mild winter, a country pleasant to the eye and unequalled as giving health and vigor to the human system. These are the advantages, which have so largely attracted settlers to this far western portion of the "Great Wheat Belt."

Summer Climate.

While the severity of the northern winter is, and no doubt always will be, regarded as a disadvantage by those who do not understand it, it is well to keep in mind the advantages of the northern summer, and of the northern climate all the year round in its effect upon the white races of mankind. No doubt the different divisions of the human family were so created that each should be specially fitted for one or another variety of climate and situation. Whatever the reason, the fact is that the white races live and flourish and reach their highest condition of develoment, physically, mentally, socially and politically in latitudes wherein winter is a pronounced and definite season. It is true that sometimes when transplanted to other regions, with other

climates, they have flourished to a degree. But still it is to the region where winter reigns during part of the year that the world to-day looks for its civilizing and directing force. That the wheat belt of Canada is in the latitude of pronounced winter is to its advantage as the seat of future civilization as well as of wheat production. The characteristic of the weather of summer in the Great Wheat Belt is its long sunny days and short cool nights. The wheat plant which in more southern latitudes is ripened prematurely by the burning sun of July, here makes its best growth during that month, when all conditions are most favorable, and so reaches a greater perfection than is possible in the hotter summers of the south. It is because the heat of summer is not sufficient to ripen corn, melons and other products which require a succession of hot nights as well as of hot days, that wheat, oats, barley, potatoes and other root crops, attain a higher perfection and give larger returns; and for the same reason human and animal life is much more vigorous. In more southern latitudes it has come to be recognized as a necessity that exertion of every kind shall be suspended during the heat of the summer by all who can afford it. This can only mean that those whose circumstances compel them to toil during that season are physically, and consequently, mentally, the worse for having done so. This includes the whole farming population whose most severe exertions have to be made during the hottest months of summer. There is no disguising the great and patent fact that the St. Lawrence and Mississippi valleys, whose hot summer nights are the secret of their wide range of vegetable growth, are also the regions of physical break down for a startlingly large proportion of their rural population. On the other hand the robust character of the rapidly growing population of the Great Wheat Belt of the Northwest is all the evidence that is needed of the superiority of at least its summer climate for the well being of the white race. The comparatively cool summer climate has the same advantage for the domestic animals as for mankind. Cattle grow and thrive all summer long on the wild pasture of the Northwest as they do not and cannot under the conditions prevailing in more southern latitudes. There is as little question of the superiority of the summer climate of the Great Wheat Belt as there is of the superiority of its soil or of the staple product of that soil.

Winter Climate.

And what of the winter? Although there is a great and striking difference between the winter climate of the eastern and western part of the wheat belt owing to the influence of the chinook in the western part, it must still be admitted that even in the west it is a region of pronounced winter, modified it is true in most seasons by the westerly wind, but for longer or shorter periods feeling the full effect of its northern latitude. While pointing out the great advantages of the prevalence of the chinook it would be unfair not to give full warning of the need of adequate preparation for longer or shorter periods of severe cold during the winter season. On the sufficiency of this preparation depends to a very great degree the satisfaction of the settler and his family with their new conditions. One of the great differences between a northern and a southern people is the superior forethought which is a part of the nature of the one, taught through generations to prepare for the cold of the winter. The settler who allows winter to come on without proper preparation for the housing and supplying of his family and stock has only himself to blame for the discomfort and possible loss that may well result. "It's cold, but you don't feel it," is a common expression. The dryness of the air is given as accounting for the statement. It is quite true that an equal number of degrees of the dry cold of the Northwest is much more endurable than of the moist cold of

the east. But in the Northwest the thermometer sometimes goes to a point at which comparisons cease to be of value. Then warm clothing, warm housing and plenty of fuel must be depended on for comfort. There is no need for anyone to suffer from the severe cold of winter, or indeed to do else than enjoy it, but it must be prepared for in a proper way at a proper time. Fur overcoats are a necessity to winter comfort, especially if the wearer has to drive. Log or frame houses should be banked around the outside higher than the floor, and all houses should have double doors and windows. Young stock particularly should be comfortably housed during severe weather. It is true that many men never wear fur overcoats, that very few settlers houses have double windows or doors, that a large proportion of the farm stock is lucky to have a shed to shelter in during winter, and that a large majority of cases they come out all right in the spring. But the fact remains that there has been a great deal of discomfort and possibly loss which is the fault, not of the climate, but of the lack of preparation to meet the well understood possibilities of the climate. With proper preparations made in good time and with a sound constitution built up during the invigorating northern summer, there is no reason why the winter season at least in the northwestern part of the wheat belt should not be much more enjoyable than that of regions further south, and as a matter of fact it is. The always dry snow, the clear, bracing air, the lack of those sudden changes from thawing to freezing or from freezing to thawing which are the characteristic or more southern winters, all tend to comfort and consequently to health and pleasure, especially in the sheltered park country which is protected by belts of woods from the terrible sweep of the winter wind continually blowing on the bare plains. The character of the winter climate of the Edmonton district may be judged from the fact that now and for years past freight is hauled all winter by team from Edmonton to the head of Lesser Slave Lake and on to Peace River Crossing at the same rates as prevail in summer, although in many cases the freighter and his horses have to camp out at night. The distance from Edmonton to Peace River Crossing by the route taken is about 350 miles. This would not be possible, or if possible, would not be undertaken, under the conditions prevailing in a more southern or eastern winter.

Mixed Farming.

While the suitability of any region to the growth of wheat is the accepted measure of the value of its climate, soil, and general advantages, and while wheat is the main stay of agriculture and of civilization, it is not by any means the only or even the most profitable branch of agriculture under all conditions. There are risks of climate and of markets necessarily incident to dependence on a single crop which make it desirable for the farmer to vary his products, if the conditions of climate and soil permit. It is the drawback of a great part of the wheat belt, especially in the eastern portion, that the conditions are not favorable for varied or mixed farming, and the settler consequently risks each year's time, labor and expenditure on the chances of a single crop. When the conditions are favorable he makes money rapidly, but when they are unfavorable he loses just as quickly. It is universally accepted that mixed farming gives a more assured profit than mere wheat growing, and therefore the region best adapted to mixed farming is the most desirable field for settlement and especially for the making of a comfortable home. It is because of the opportunities which it offers for mixed farming, and not for wheat growing only, that the Edmonton district has recently attracted such a large share of the attention of land seekers from all parts of the world. The mellow soil and abundant rainfall are especially favorable to the growth of the course grains such as oats and barley, and the hardy roots

and vegetables. This in addition to the luxuriant pasture, abundant water and desirable shelter makes for the successful rearing of hogs and cattle, the most profitable sources of the farmer's income.

Oats.

The great crop of the district is oats. The soil and climate seem to be especially suited to the production of this crop in greatest perfection and with the most complete assurance of success. The yield per acre and the weight per bushel are both extraordinary. The yield sometimes runs over a hundred bushels to the acre and the weight from eight to ten pounds over the standard bushel. Several thousand tons of Edmonton district oats of the season of 1901 were shipped to the British army in South Africa, the average weight of which was over forty pounds to the measured bushel, the standard weight of a bushel being thirty-four pounds. Because of the superior quality of Edmonton oats, the Brackman-Ker Co., of Victoria, B.C., established a large oat meal mill in Strathcona, from which the demand of Alberta and the Kootenay is supplied.

Barley.

Barley is a standard crop of the district. The yield is excellent, the crop assured and the quality first class. It is only grown for home consumption. After being crushed, frequently in conjunction with oats or inferior wheat, it is fed to hogs as peas are in Ontario or as corn is in the Western States. Barley only requires a short season of growth. It is therefore sown after the wheat and oats, in what would otherwise be spare time. As compared with corn or pease as hog feed, it is a more certain crop and more easily handled than either. It yields as much feed to the acre, and mixed with wheat or oats produces a quality of pork superior to corn fed, and quite equal to the best pea fed.

Roots and Vegetables.

Nothing need be said of potatoes, turnips, beets, carrots, onions, cabbages, celery, etc., except that they flourish exceedingly and furnish cheap and good food for man and beast, both for home consumption and for export.

Of wheat itself the red fife is the preferred variety. The average yield is shown in the reports of the Northwest government to be the highest in the Territories, and the proportion of No. 1 quality is equal to that in any part of the Wheat Belt.

No. 1 Wheat.

Of cultivated gresses timothy grows well and is a standard crop. Red, White and Alsike clover grow well for one year but kill out the following winter. Small white clover grows luxuriantly and persistently. The principal wild grasses are red top, blue joint and pea vine.

Fruit—Wild and Cultivated.

An evidence of the favorable nature of the climate is the abundance and quality of the wild fruits. Strawberries, raspberries, choke cherries, black currants, blue berries, high and low bush cranberries, saskatoon berries, and many others grow in profusion, ensuring a succession of wild fruit from the strawberry season in July until the cranberry season in October.

Cultivated small fruits are grown without difficulty. Of these the red and white currant are the most hardy and prolific. But black currants, and the hardier varieties of the cultivated strawberry, raspberry, gooseberry and other small fruits, do well, without extra care.

Garden flowers such as daisies, panseys, verbena, stocks, phlox, asters etc., grow luxuriantly. Wild flowers grow in the greatest variety and profusion, all summer long.

Several crab apple trees are in bearing in the district and there is every reason to believe that some of the hardy varieties of standard apples as well as cherries and plums will yet be grown.

Farm Stock—Cattle.

In domestic animals hogs and cattle have the preference, the former somewhat in the lead. The comparatively mild winters are of the greatest possible advantage in the rearing of both cattle and hogs, and comfortable housing can be provided at the smallest possible expense. The cattle have the run of the prairie in summer so that all they cost until the country becomes closely settled, is the hay which keeps them through the winter. Dairying is a most profitable branch of the cattle industry on account of the great flow of rich milk, due to the character of the pasture, and also to the cool nights and generally favorable condition of summer. Milking cows, which will turn the wild grass of the prairie into an article with which store bills can be paid and credit established are the first necessity and the most profitable investment of the new settler. The pasture and the flow of milk are independent of frost, drouth, rain or hail, any of which may destroy the settler's first crop, therefore his first dependence should be on the surest support, nature's pasture and cows. How important a part dairying has taken in farming operations in this district may be judged from the fact that one implement firm has already brought in this season a car load of cream separators for sale.

Hogs.

As long as there is sufficient free pasture and as long as hay can be procured nothing pays better than milk or beef. But as the country becomes fenced up and the settler has to depend on the product of his own land for his support, his attention naturally turns to hogs. No. 1 wheat is always sure of a market, but, as wheat growers the world over know to their cost, all wheat is not No. 1 every year. The hog is a means by which inferior wheat and the larger yielding coarse grains and roots may be turned into a profitable marketable product. The food value is so great in proportion to weight that it will bear transportation around the world and still leave a good margin of profit to the producer, as wheat will not. On the outskirts of settlement cattle are the best stock, but in the closely occupied districts hogs are the chief dependence of the farmer.

Horses.

Horses do well, but can be reared so much more cheaply in the grazing regions of the south that the tendency is to import rather than rear them. Farmers of established standing rear their own horses, and several horse ranches are being started in the outlying districts, but horse rearing is not a leading feature in the Edmonton district as yet.

Sheep.

Sheep also occupy a minor position, not because they do not do well, but because farmers find that hogs and cattle meet the conditions of farm and market better. A drawback to the rearing of sheep is the coyote, an animal resembling in some respects both the fox and the wolf, which seems to thrive particularly well in the partially settled districts.

Poultry.

Poultry of the various kinds does well, the milder winters being greatly in their favor as compared with those of the southeasterly part of the Wheat Belt. Domestic chickens of many kinds flourish exceedingly and the export of eggs to the Kootenay district of British Columbia is an important trade. Dressed fowls are also exported to some extent. Turkeys are grown to an extent sufficient for the home demand, and the number is increasing. Domestic ducks and geese are also grown, but the wild ducks and geese to a great extent displace the demand for the domestic varieties.

Comparison of Products.

The products of the farm are the same as those in the provinces of Ontario and Quebec in Canada and in the northern parts of the United States except that the side products which require intense and continued summer heat are not grown here while the main products which are the better of the longer and cooler summer season are grown in greater perfection.

As Markets.

A richly producing country must find a market for its products, or it is smothered in its own fat. But it does not smother for long. Given a sufficiently large assured production of food that the world needs and the market will find it, and transportation will be provided. The first requirement is that there shall be enough and to spare. In any part of a region of such extent and fertility as the Wheat Belt there can never be a question for any great length of time as to a market or as to facilities for reaching it. The greater the production the more completely will the distance between producer and consumer be overcome. The production of the Saskatchewan valley for export is only beginning, and yet its wheat goes east through Fort William to Britain and west to central British Columbia. Its fat cattle and butter go east to Britain and west and north to the Yukon. Its fat hogs go to the Kootenay mines and its bacon to the same mines and down the Mackenzie river to the Arctic Ocean. Its oats have gone as far as Cape Breton to the east and to South Africa and Australia by way of the Pacific ports. Eggs, poultry, vegetables and hay find an active market in the Kootenay mines of British Columbia.

For Wheat.

Edmonton gets the benefit of the long haul principle on the export of wheat eastward. The rate to Fort William, 1500 miles, is 18 cents a bushel. From Brandon, Man., 600 miles from Fort William, the rate is 9 cents a bushel, but in practice, owing to the large proportions of the local milling industry in the Edmonton district and the demand for flour both at home and to the west and north, instead of the Edmonton farmer getting nine cents a bushel less for his wheat than the Manitoba farmer, he has for several years past been getting as much or a little more. This season the standard price for No. 2 hard at Edmonton has been 53 to 60 cents while the Manitoba price at country points was 56c.

For Oats.

Owing to the extraordinary suitability of the soil and climate of the district to the oat plant the crop is more prolific than wheat, and as the grain is not subject to damage by changes in temperature at the season of ripening, it is the ideal crop for the new settlements, giving place to wheat as settlement becomes older and closer and the risks on wheat

decrease. As the proportion of new settlement is as yet much greater than old, the acreage of oats is much greater than that of wheat. This condition has been stimulated by the ready market which was found for the surplus oats of the district in the Kootenay mines of British Columbia. From 20 to 25 cents a bushel for oats, which is the average for some years past, is considered as good to the farmer as 50 to 60 cents a bushel for wheat. With the rapid increase of settlement in the district the production of oats has now outrun the demands of the Kootenay. The surplus of the heavy crop of 1901 found a ready market in eastern Canada and in the needs of the British army in South Africa. The price went up to 30 cents a bushel. The present price is 20 to 22 cents, and farmers are holding for sale to new settlers and to supply expected railroad construction work during the coming summer. The existence of a local oatmeal mill has something of the same effect on the price of oats, as the local flour mills have on wheat. The price for milling oats is always two cents a bushel, over that for feed quality, and the demand is always good.

Beef for Britain.

In view of the immense increase of production now in prospect as the result of a large influx of settlement, although the adjacent mining regions of British Columbia will take a portion of the coarse grains and vegetables of the western part of the Wheat Belt, these will have to find their ultimate export market in the form of pork and beef. When turned into food of this condensed form, the freight charge for reaching the seaboard, or the consumer, wherever he may be, is so much less a proportion of the total value that it becomes a minor consideration. In the case of wheat the freight from Edmonton to, say Montreal, is at least a third of the value at destination. On live cattle the freight is from a fourth to a fifth of final value, and on live hogs and bacon from a fifth to a tenth. The difference in price because of freight charges on live stock or cured meat between the eastern and western part of the Wheat Belt is so slight as not to be a matter for serious consideration when compared with the superior advantagest for rearing in the West. The fact that young cattle bred in eastern Canada are shipped by rail to the range country of Alberta to grow and fatten on the grass there before being shipped back through eastern Canada to the British market, is evidence enough, not only to the superior advantages of the west for cattle rearing, but of the fact that distance from market is not a bar to profit. A feature of the case in marketing cattle from Alberta is that they can be taken from the pasture to market without intermediate fitting up. This makes them better value to the grower than cattle of more southern localities. A large part of the surplus cattle of Alberta is shipped to the Kootenay, and some go to the Yukon, but the principal surplus is shipped direct to England.

Hogs for Kootenay.

Although the hog rearing industry has reached larger proportions in the Edmonton district than in any other part of the Canadian west, the demand of the mining region of British Columbia has not yet been fully met. Live hogs, dressed hogs and bacon find a ready market in the Kootenay, and apparently with the increasing development of that region it will be many years before even the large production of the Edmonton district will have to look elsewhere for an outlet. Three packing houses in Edmonton and Strathcona and one at Leduc, 20 miles south, cure bacon for export on an extensive scale and very large shipments of

live and dressed hogs are also made. Instead of its westerly location being a disadvantage, the Edmonton district has a very distinct advantage in reaching its best market for hogs and hog products because of that location. This winter, 1902-3, several large shipments of dressed hogs have been made to Australia by way of Vancouver.

Butter and Eggs.

Butter and eggs, which have become an important export of the Edmonton district, also find their market in the Kootenay, and the demand is always in excess of the supply.

The Market of Mines.

In considering the question of a market for Edmonton products it is in place to mention that a mountain region, well timbered and highly mineralized, extends along the western side of the Rocky Mountains parallel to the grazing and wheat growing areas of Alberta and Athabasca, for a distance of a thousand miles. The mineral value of this vast region has been demonstrated. At the southern extremity it has been developed by railways, but the greater part of its extents remains to be developed. There is no such fortunate combination of valuable mineral territory lying so close alongside of a valuable agricultural region for hundreds of miles, elsewhere in the known world; the one the complement of the other in all particulars. The mountain region is full of minerals and timber, but incapable of supplying itself with food. The prairie has an abundant food supply for which a market must be found, and needing the timber for its better development. Situated so close to a great mining region, the Alberta farmer has a better market for his pork, butter, eggs and poultry, than if he were located near an eastern city. The miner must buy everything. He wants it in large quantity and of the best quality, and is able and willing to pay well for both.

Pacific Ports.

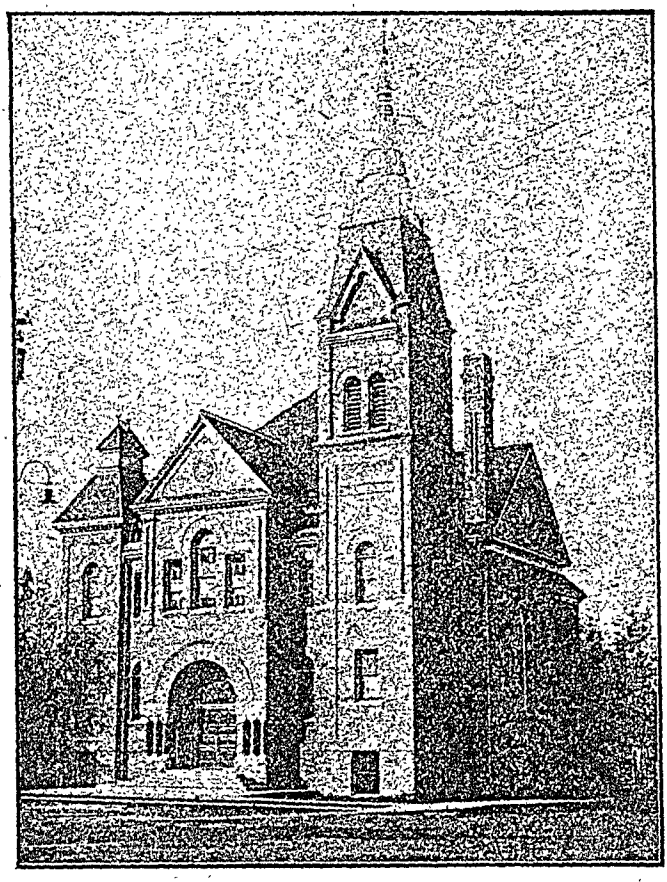
In considering the question of markets for the ultimate production of the westerly portion of the Saskatchewan valley, it is well to consider that the Pacific coast is only some five to six hundred miles distant. That all ports on the Pacific coast of Canada are open all the year round; and that therefore not only are shipments to the world's markets not restricted to the Atlantic seaboard, but there are distinct advantages in favor of shipment by the Pacific ports. The distance from Edmonton to the Pacific port of Vancouver is 800 miles. At present there is only one line of railway, but with the construction of other lines to other ports on the Pacific coast now in prospect, not only will the distance be lessened, but increased facilities will be afforded.

Hudson Bay Ports.

Any part of the Saskatchewan valley is as near ocean navigation on Hudson's Bay as it is to the navigation of Lake Superior. And a port on Hudson's Bay is as near Liverpool as is Montreal. There is no immediate prospect of a Hudson's Bay railway, but it is as well to recognize the market possibilities which go with the geographical situation.

Railway Facilities—C. and E. Railway.

The first intention of the government of Canada in regard to the Canadian Pacific Railway was to construct it through the great Wheat Belt from Winnipeg to Edmonton and on to the Pacific coast by way of the



PRESBYTERIAN CHURCH, EDMONTON.

Jasper Pass. Surveys were made over this route and a telegraph line built to Edmonton in 1879. But when the present Canadian Pacific Railway Company took over the uncompleted scheme and pushed it through, they decided on a change of route to secure the shortest possible line from ocean to ocean. This carried the western part of the line through the southern grazing region instead of through the northern Wheat Belt, and left the whole Saskatchewan valley parallel to but 200 miles distant from a railway line. Of course serious agricultural development was impossible under those circumstances. In 1891, however, a branch line, the Calgary and Edmonton, was completed to Edmonton. Although progress was slow at first, yet once the railway was constructed the natural advantages of the district became known and development advanced with ever increasing rapidity. What was at first only a twice a week service by a mixed train from Calgary, has now become a daily express service, with daily freights as well. The distance from Edmonton by this branch to the main line at Calgary is 200 miles. The distance west to Vancouver from Edmonton by way of Calgary is estimated at 800 miles, and eastward to Winnipeg at 1050 miles. The time for passengers to either Winnipeg or Vancouver is two and a half days from Edmonton.

Crow's Nest Railway and Connections.

The Calgary and Edmonton Railway extends southward from Calgary one hundred miles to Macleod, where it connects with the Crow's Nest branch of the Canadian Pacific, an east and west line across the mountains. The Great Northern of the United States connects with the Crow's Nest road at Lethbridge, 35 miles east of Macleod, and at Morrissey, 150 miles west. There is, therefore, short rail connection with the western parts of the United States, both east and west of the Rocky Mountains.

Railway Prospects.

In the years from 1891 until the present, while the Saskatchewan stood still in railway development, the Red River region progressed rapidly. The Northern Pacific became a competitor of the Canadian Pacific throughout the province of Manitoba, and the whole Red River region became well supplied with railways. The Saskatchewan was only entered by rail at two points, Edmonton and Prince Albert, 400 miles apart, by branches from the main line of the C.P.R. At last, however, the great fact has dawned on the minds of the railroad magnates of the continent that the Red River region is only the smallest part of the great Wheat Belt, and that on the Saskatchewan lies the largest unbroken and undeveloped wheat area of the continent, if not of the world.

The Canadian Northern.

The Canadian Northern Railway Company, purchasers of the Northern Pacific lines in Manitoba, operating 1200 miles of railway in that province and easterly to Port Arthur, on Lake Superior, have just completed the location of a railway line from Dauphin, Manitoba, to Edmonton, a distance of about 700 miles. About 75 miles of this line at the Dauphin end is graded and partly ironed. The company will rush construction during the summers of 1903-4 and expect to reach Edmonton with their rails in the fall of the latter year. This company has also acquired a charter called the Edmonton, Yukon and Pacific, which extends from Edmonton through the Rocky Mountains by the Jasper Pass to the Pacific coast. This line is surveyed westward 75 miles to the Pembina

river and some four miles of road constructed from a connection with the Calgary and Edmonton branch of the C. P. R. in Strathcona on the south side, to the town of Edmonton on the north side of the Saskatchewan river. This short spur connecting the two sides of the river is operated by the Canadian Northern Company separately from the C. P. R. This company expects to rush grading work eastward from Edmonton during the coming summer, 1903. They are also surveying a line northwesterly from Edmonton to touch the Athabasca river at a point about 90 miles distant. This company's lines, existing and proposed, will traverse the great wheat belt from the Red River to the Rocky Mountains, and will render practicable the settlement and development of its vast extent. Being a direct route both east and west from Edmonton it will shorten the present railway distances to 350 miles from Edmonton to Winnipeg and 800 miles from Edmonton to the Pacific coast. Edmonton will then be only 150 miles further from an ocean port open all the year round than Winnipeg now is from the ports on Lake Superior which are open only part of the year and are still over a thousand miles from ocean navigation.

The C. P. R.

The Canadian Pacific Railway Co. are also alive to the advantages of the Saskatchewan region, and are actively constructing on a branch of their main line which will traverse the wheat belt lengthwise but by a more southerly route than the C. N. R. line. This line is projected from their main line at the Manitoba boundary and running northwesterly crosses their Prince Albert line and the South Saskatchewan river at Saskatoon, thence still northwesterly until the Battle river is crossed and still northwesterly to Edmonton or westerly to Wetaskiwin on the Calgary and Edmonton branch, or possibly to both points. The line from Edmonton to the Battle river is already located and the surveys on the remaining portions of the line have been pushed vigorously all winter. The C.P.R. Co. declares its intention of pushing construction on this Saskatchewan line vigorously and at once.

The Grand Trunk Pacific

The Grand Trunk Railway Company is one of the largest, most powerful and best equipped railway systems on the continent. The main line of the company extends from Chicago through the State of Michigan and the provinces of Ontario to ocean navigation at Montreal and thence through Quebec and the State of Maine to the all-year port of Portland on the Atlantic coast. The provinces of Ontario and Quebec are covered with a network of Grand Trunk branches. Up to the present the Grand Trunk has confined its attention to the development of its eastern business. But that is now in such a position that its growth demands that it reach out into new fields. The company has been attracted by the development attained and the still greater development in prospect in the Saskatchewan valley, and is now applying to parliament for power to construct a line from ocean to ocean through Canadian territory by way of the Saskatchewan valley, promising, if the necessary authority is granted, to have the through line completed in five years. This promise might seem unreliable if made by any other company, but the Grand Trunk is noted for its success in the completion of stupendous undertakings which take rank among the greatest present day wonders of the world, such as the Victoria bridge across the St. Lawrence at Montreal and the Sarnia tunnel under the St. Clair river.

With three trunk lines owned by three great and competing companies traversing the Saskatchewan valley throughout its length a rapidity and extent of development may be looked for within the next five years such

as has never been surpassed in the world. On the strength of this prospective development settlement has already spread far east and west of the present railway along the projected routes. Such are the attractions of the country that people have not waited for the railways to be built before settling. They have homesteaded, settled and bought land for a hundred miles east of the existing railway, in the fullest confidence that where there was so much good country railways were sure to come. And now they are coming with a rush.

Political and Social

The social and political conditions of any country are as important to its population as the industrial and commercial. Indeed it is in the enjoyment of advanced social and political conditions that the worker finds his reward for his effort and enterprise in industry and commerce. Because of unfortunate social and political conditions,—one the outgrowth of the other,—some of the most productive countries on earth are the abodes of poverty and serfdom. It is in the excellence of these conditions that the Canadian Northwest occupies its absolute pre-eminence. In no country of the world is there a greater degree of individual liberty or effective self government coupled with absolute security of life and property. This accompanied by low taxation and abundant natural riches available on the sole condition of usage, constitutes an ideal condition for energetic and ambitious people.

overnment

Canada is a country, made up of several provinces; the national government having supreme control, but its authority in certain particulars being delegated to the governments of the various provinces or territories. The responsible system of administration prevails in the Dominion or nation-government, and in the local governments as well. That portion of the country known as the Northwest Territories is not formally constituted a province, but it has a separate local government of the same character and with exactly the same powers as the provinces have. The local government controls the educational system, the municipal system and the administration of civil justice. It is responsible for all road ways and minor public works. The National or Dominion government controls the customs and excise, the criminal law, the railways, the militia, the mounted police, and administers the land, timber and minerals of the Territories.

Manhood Suffrage

Voting for both Territorial and Dominion representatives is by manhood suffrage. The qualification is, "A male British subject, twenty-one years of age, who has resided a year in the Territories and three months in the electoral district immediately preceding the date of the writ of election. This is as wide a suffrage as exists anywhere in the world. Voting in both local and general elections is by ballot.

Administration of Justice

The administration of justice both civil and criminal is admitted to be unsurpassed in the world. There have from time to time been sufficiently startling proofs of the energetic administration of criminal law to show that instead of there being less safety of life and property here than prevails in more settled communities, there is even greater safety. The bully and the rustler have no place in the frontier life of the Canadian West. While the administration of the law is effective no honest man has reason to complain of its being burdensome.

Taxation

Taxation is lighter than in almost any other civilized country. The chief source of revenue of the national government is the customs duties which stand at an estimated average of about 25 per cent. on dutiable goods, but there is a large free list; amongst the articles on which are binder twine, barbed wire, and cream separators. The territorial government levies no direct taxation for territorial purposes. In common with the provinces it receives from the Dominion treasury a yearly subsidy upon which the business of the local government is carried on, aid to schools is given and road improvements are made. There are no country municipalities organized, but where settlement is sufficient, to warrant it certain areas are created "local improvement districts." In the Edmonton district these are generally a township in area. The inhabitants select an overseer and a land tax of $2.50 per quarter section is levied. This can be increased by the vote of the ratepayers to $5 per quarter section. The money so raised is expended by the overseer under direction of a resolution of the ratepayers in road improvement or in providing against prairie fires. There are town and village municipalities which have the right to tax and incur debt for municipal purposes.

Schools

There is also a system of taxation for school purposes. In country parts any four heads of families may petition for a school district, which cannot be more than five miles square, and must contain ten children of school age. The territorial government submits the question of erection of the district to a vote of the ratepayers, and if the majority is favorable the district is erected with full authority to tax and incur debt for school purposes. At present the school districts are assisted by the territorial government, the government paying considerabll more than half the yearly salary of the teachers. The territorial government also makes large expenditures on leading roads and important bridges. The total taxation which a farmer has to pay to the national revenue is under say, a 25 per cent. customs tariff, and locally from two and a half to five dollars school tax per quarter section according to the circumstances of the district. The direct taxes go directly to the benefit of the people paying them; and instead of a portion of these direct taxes being taken by the local government, they are supplemented largely for schools and roads from the subsidy received by that government, which is its share of the national levy under a twenty-five per cent. tariff.

Religion

Religious needs are well looked after by the missionary efforts of the various churches in the eastern provinces of Canada, which efforts are well seconded by the resident population. The Sabbath is observed throughout the territories as rigidly as in any of the eastern states or provinces, and in all respects the population is on a religious equality with that of any other part of the world.

Taxation and Voting

There is no county debt to carry; no expensive staff of county officials to keep up. Money paid in taxes is paid only for strictly local benefit; the territorial government is a distributor of part of the Dominion taxation and the Dominion taxation is comparatively light. The method of administration is cheap and effective, and every man has a part in the direction of affairs. Where direct taxes are paid to local improvement districts or school districts, and in incorporated towns or villages only those who pay taxes can vote in the election of overseer, trustee or councillor.

The Great Saskatchewan

By looking at any map you can see the extent of this magnificent waterway. Many enquiries are made as to whether this stream is navigable or not. We can say it is navigable and there are now many boats plying on this water and many more in course of construction to meet the traffic contributory to this great waterway. As far back as 1885 during the Reil Rebellion a battalion of soldiers, the 65th of Montreal, with full supplies, were taken to Fort Pitt on one large scow, and all landed safely. Also the N. W. M. Police transported horses and artillery from Edmonton to Fort Pitt, which should be sufficient evidence that the river is navigable and the future of this wonderful stream is only in its infancy.

The Town of Edmonton

The town of Edmonton is the chief commercial centre of the western portion of the Wheat Belt. It is the principal town on the Saskatchewan river and is the northerly terminus of the railway system of the continent. It is the wholesale centre and supply point for the Mackenzie river basin, a region of nearly two thousand miles from north to south by eight hundred from east to west. No other town or city in America is the undisputed trade centre of such a large territory, and no other town in the Wheat Belt has such a large area of unbroken fertility immediately surrounding and tributary to it. It is the commercial, industrial, educational, judicial and official centre of Northern Alberta. At present it is a railway terminus, but bids fair to become before long a railway centre. It is on the transcontinental route of the Canadian Northern railway and beyond question will be the most important place on that line between Winnipeg and the Pacific coast.

Historical

Edmonton has been a place of importance in the Northwest ever since the beginning of the last century, and how long before no one here knows. It was the site of rival forts of the Hudson's Bay and Northwest companies, until they united in 1821. In those early days, first the Northwest and then the Hudson's Bay company, carried trade across the continent, first from the St. Lawrence and then from Hudson's Bay, to the Pacific coast at the mouth of the Columbia. Edmonton was the point at which this trade left the navigation of the Saskatchewan to be carried by pack horses across the mountains to Boat Encampment at the extreme northerly bend of the Columbia. The surrounding country was rich in beaver, and the Blackfeet nation of the south came to Edmonton to trade. It was a rich trading centre and most important strategic point, consequently it was always strongly manned and—for those days—well fortified and armed. The large force of men caused the founding of a proportionately large number of native families, who, spreading over the Northwest, carried with them the memory of Edmonton as their birth place, or that of their parents.

The Transfer

In time the trade across the mountains was abandoned, the beaver were killed off and the Blackfeet traded at posts in their own country. At the time of the transfer of the Northwest to Canada in 1870, Edmonton had sunk to a secondary position except in name and as a centre of resident population. But gold had been discovered on the Saskatchewan in the sixties. This brought an influx of enterprising miners from across the mountains. Immediately after the transfer and the protection to life and property which accompanied the assumption of authority by Canada, the Edmonton settlement was begun, upon which in conjunction with the Hudson's Bay property, now stands the town of Edmonton.

The First C. P. R. Project

The Canadian Pacific railway project took shape during the 70's, with the survey of a line by way of Edmonton, and Edmonton was the chief objective point and depot for survey work and railway projects east of

the Rockies. To such a pitch had public attention been drawn to Edmonton that 1882, the year of the great boom, a sale of Edmonton lots took place in Winnipeg which lasted one day and lots went at fabulous prices; but the next day the boom burst, and Edmonton was discredited for years as a consequence. To make matters worse the Canadian Pacific Railway Company decided to carry their line 200 miles south of Edmonton, by way of the Bow river instead of the Saskatchewan. This effectually shut out all hopes of early developemnt.

The Northern Trade

But although progress was slow there was still progress. Supplies were brought up the Saskatchewan by steamer and after the C.P.R. was completed to Calgary in 1883, by wagon from that point. Owing chiefly to the efforts of the late Senator Hardisty, who was in charge of the Hudson's Bay Company business here at that time, the company decided to make Edmonton their base of supply for the Mackenzie river basin, the navigation of which is reached at Athabasca Landing, 100 miles north of Edmonton. The Hudson's Bay Company put steamers on the waters of the Mackenzie and traders followed. Today the trade of that whole region is carried on from Edmonton.

Railway Construction

In 1891 the Calgary & Edmonton railway was completed to the south bank of the Saskatchewan opposite Edmonton. The disadvantage of being separated from the railway terminus by a wide river and deep valley was a serious drawback to progress, but the town became incorporated and during the following ten years unremitting exertions were put forth to secure the entrance of the railway into Edmonton. A railway and traffic bridge across the river was secured, built by the Dominion government at a cost of $100,000, aided by $25,000 from the town.

Railway Connection

At last in October, of 1902 the first railway train crossed the Saskatchewan into the town of Edmonton. Since then there has been no question as to its position or prestige, its present or future; for it is agreed that the town that could survive the disappointment of being left 200 miles off the line of railway for seven years, and then ten years of effort by the railway company to destroy it by building up a rival, must have within or about it the essential elements of success under ordinary modern conditions. This has been taken for granted to such an extent that both the Canadian Northern and Canadian Pacific surveys, although they cross the Saskatchewan at points below, are deflected into Edmonton. The former company has just closed an agreement whereby the company in consideration of a tract of 68 acres of land for yards, shops, and station, agrees to maintain the principal yards and shops on its main line west is Edmonton. It is expected that a similar arrangement will be made with the C.P.R., and it is hoped to do the same with the G. T.R., when that scheme is far enough advanced.

Situation and Advantages

The town is situated on the north bank fo the Saskatchewan river and overlooks the valley from a height of about 200 feet. The valley at this point is about a mile wide and the river from 800 to 1,000 feet. For beauty of situation Edmonton is not excelled in the west. As both climate and situation are healthful, and being in the centre of a rich farming country, living is cheap, it has become a desirable place of re-

sidence. Since the incorporation of the town every effort has been made to improve these conditions. There are seven miles of graded streets, ten miles of sidewalks, and a first class fire protection service, which includes a steam fire engine and all modern appliances. In 1902 the town decided to take over the electric light plant and install a waterworks and sewerage system under municipal control. The new electric light service is now complete and in full running order. The capactiy is 150 horse power, capable of carrying 5,000 lights. The light is excellent and the rates moderate. At present 2,000 lights are carried. The same power answers for both waterworks and electric light. Water is taken from the river, and will be distributed from a water tower under ordinary circumstances, and by direct pressure in case of fire. The water and sewer systems are about half installed and will be completed during the coming summer. There will be four and a half miles of water pipes and four miles of sewer pipes when the present system is completed. Both are capable of all necessary extensions. Water is taken from the Saskatchewan so that the supply is inexhaustible, and as the river is chiefly glacier fed, it is beyond question as to quality. Edmonton is the only town in the west to have both electric light and waterworks under municipal control. The cost of the electric light system is $45,000 and of the waterworks and sewerage $80,000 and $60,000 respectively. There is a complete telephone system which serves not only the adjoining towns of Strathcona and St. Albert, but extends to Leduc, 20 miles south, Morinville, 20 miles north, and Riviere Qui Barre, 20 miles northwest. Poles are now being gotten out for a line to Fort Saskatchewan, 18 miles down the river. There are at this date, March, 1903, in all 206 telephones on the system, of which 153 are in Edmonton.

Public and High Schools

Edmonton makes strong claims as an educational centre. It now has the finest public school building in Canada west of the Great Lakes and has a handsome high school building as well. Both are solid brick and are complete in every particular. The high school has four rooms and the public school ten rooms. At present two high school and ten public teachers are employed and the tolast midsummer examinations for the tal attendence is over 500. At the Territories, Edmonton high school passed more pupils than any other school in the Territories, except Regina, and a higher percentage of those trying than any other school. No charge is made to outsiders who attend the Edmonton high or public schools. There is also a Roman Catholic separate school having four departments and an attendence of about 150.

Low Retail Prices

Being a wholesale point, goods of all kinds are brought to Edmonton chiefly in carlots. This ensures the lowest rate of freight, and as the capital employed in the various lines of business is large and competition keen, retail prices of supplies are lower than at smaller places further east, and in many lines will compare favorably with Winnipeg.

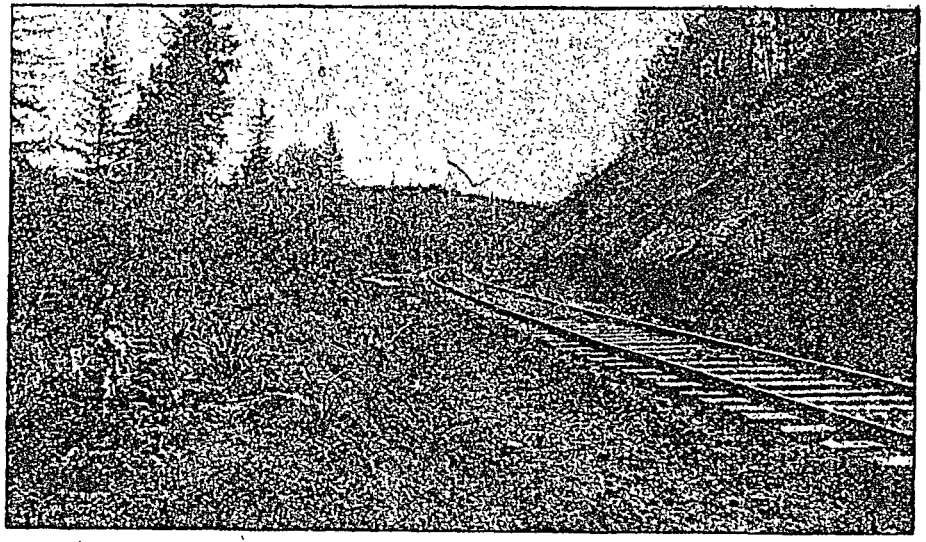
Hotel Accommodation

Edmonton has nine hotels of the various grades which are needed to accommodate all classes of trade. Rates range from $1.00 to $2.50 a day.

The assessment of the town for 1902 was $1,724,000.

The population by the census of 1900 was 2,650, but with the rapid increase which has since taken place, it is now not less than 6,000.

Building operations have been carried on briskly all winter, and pre-



EDMONTON, YUKON & PACIFIC RAILWAY TRACK NEAR EDMONTON.

C. W. SUTTER
Dominion Immigration Agent

parations are made for an exceedingly lively building season during the present year. A number of handsome brick structures are now being arranged for. As the surrounding country does not afford stone, the important buildings are of brick, of which an excellent quality is made here. There are two large brick yards. The price of brick is $8.00 per thousand for common and $15 for pressed. Edmonton has the only plant in the Territories for the manufacture of pressed brick.

Lumber is derived from the local supply of spruce, and from the forests and mills of British Columbia in the mountains and on the coast. Rough spruce sells at $18 per thousand feet and dressed British Columbia flooring or ceiling at $34.

Business Establishments

4 large general outfitting houses, with retail departments.
3 wholesale grocery houses.
4 hardware stores, wholesale and retail.
8 general stores.
5 gents' furnishings.
3 undertakers.
2 millinery stores.
3 bakeries.
5 confectioneryes.
6 butcher shops.
9 hotels.
2 aution rooms and second hand stores.
20 real estate offices.
1 seed store, wholesale and retail.
6 chartered banks.
5 drug stores.
2 stationery stores.
4 harness shops.
2 dry goods stores.
3 retail groceries.
2 furniture stores.
5 jewelry stores.
4 wholesale liquor stores.
5 restaurants.
6 livery stables.
5 feed barns.
5 implement agencies.
3 loan companies.
8 grain warehouses.
9 fur buyers.

Industrial Establishments

1 saw mill.
1 electric light system, municipal ownership.
3 sash factories and planing mills.
2 cartage companies.
1 brewery.
2 dye works and laundry.
5 Chinese laundries.
1 creamery.
1 gunsmith.
5 dressmaking establishments.
2 photograph galleries.
2 semi-weekly newspapers.
2 daily newspapers.
1 roller process flour mill.
1 telephone system, local company.
2 brick yards.
3 pork packing establishments.
1 aerated water works.
1 cigar factory.
1 marble works.
2 wagon shops.
3 shoe shops.
4 tailor shops.
5 barber shops.
1 hay baling establishment.
1 foundry and machine shop.

Public Institutions

3 hospitals, General, Public and Maternity.
7 churches, Presbyterian, Methodist, Anglican, Baptist, German, Roman Catholic, Greek Orthodox.
1 Agricultural Exhibition Association.
1 Salvation Army barracks.
2 high school departments.
1 separate school, 4 departments.
9 public school departments.
1 public reading room.
1 club.

Public Offices

Dominion Lands Office.
Land registry office.
Customs office.
Clerk of court.
Meteorological office.
Police magistrate's office.
Seat of court for the district.
Post office.
Mounted police detachment.
Immigration hall.

Professions

8 law firms.
12 physicians.
3 dentists.
2 veterinaries.
2 land surveyors.
5 architects.

Societies

2 Masonic lodges.
1 Masonic chapter.
1 Oddfellows.
1 K.O.T.M.
1 Knights of Pythias.
1 A.O. U. W.
1 Woodmen of the World.
1 A. O. F.
1 I. O. F.
1 St. Andrew.
1 St. Jean Baptiste.
1 C. M. B. A.
1 L. O. L.

Amusements

Curling club with covered rink.
Hockey club with covered skating and hockey rink.
Lacrosse, baseball and football clubs.
Race track and show ground.
Golf club and links.
Opera house.
Rifle range.

Climate of the Edmonton District

The seasons are divided as follows:—

Snow leaves, plowing begins and river breaks up early in April. Rains begin, crop grows, and trees leaf out in latter end of May. June and July are the months of principal rainfall and frowth. Crops begin to ripen in August, but September is the harvest month. Crop growth ceases in September with the early fall frosts, averaging about the 20th. The ground freezes and the river closes early in November. Sleighing generally comes late in December, and continues until more than two feet, seldom drifted and never crusted.

The following table gives the highest and lowest temperatures at the government meteorological office, Edmonton, for the months and years mentioned. Also the actual average temperature for the month:—

1902.	Highest	Lowest	Average
January	45	—30	17.4
February	46	—15	16
March	51	—26	21.9
April	73	23	41.8
May	86	26	53.1
June	76	31	52.4
July	87	41	61.1
August	81	41	60
September	73	25	49.4
October	75	22	44.2
November	59		23.8
December	41	—35.5	5.8

1902.			
January	47	—28.5	12
February	48	135.5	18

The minus mark in the above table means below zero. Frost is 32 degrees above freezing. The killing fall frost takes place in September. In 1902 this frost was on the 17th, when the thermometer registered 25 degrees of heat or seven degrees of frist. This is about the usual date of the coming of the fall frosts. August is the month of greatest danger from frost, as owing to the condition of the wheat crop then, it will suffer greatly from even a slight frost.

The following table gives the inches of water falling as rain or snow, and highest velocity of wind for each month mentioned.

1902.		
January	.48	12.3
February	.80	14
March	.22	22.3
April	.69	16
May	7.63	14
June	1.95	8.3
July	3.74	18
August	1.72	10
September	1.28	22.3
October	.30	12.7
November	1.20	15
December	1.05	12.7
1903.		
January	.97	24
February	.26	27

In the above table the precipitation is given in inches of water. One inch of rain is estimated as equal to ten inches of snow. In November, December, January, February and March the number of inches of precipitation given must be multiplied by ten to give the depth of snow falling.

The Edmonton Town Officials

WILLIAM SHORT, Mayor.

JAS. ROSS, D. R. FRASER, E. D. GRIERSON, A. B. CUSHING, CHAS. MAY, J. H. PICARD, Councillors.

N. D. BECK, Town Solicitor.

J. G. KINNAIRD, Town Clerk.

E. A. BRAITHWAITE, Town Health Officer.

J. DEAN, Chief of Police.

I. S. COWAN, Police Magistrate.

T. G. LAUDER, Chief of Fire Brigade.

Dominion Government Officials at Edmonton

A. G. HARRISON, Dominion Land Agent.

GEO. ROY, Land Title Officer.

J. CAMERON, Crown Timber Agent.

C. W. SUTTER, Immigration Officer.

F. A. OSBORNE, Customs Officer.

HARRISON, Inspector of Fisheries.

MAJOR R. BELCHER, Inspector N. W. M. Police.

W. S. ROBERTSON, Sheriff.

D. L. SCOTT, Judge of the Supreme Court.

Parliamentary Representatives

Dominion House, FRANK OLIVER.
Territorial House, RICHARD SECORD.
Information and advice can be freely obtained from the following:—
JAMES A. SMART, Deputy Minister of the Interior, Ottawa, Canada.
W. D. SCOTT, Superintendent of Immigration, Ottawa, Canada.
J. OBED SMITH, Commissioner of Immigration, Winnipeg, Manitoba.
C. O. SWANSON, Scandinavian Immigration Agent, Department of the Interior, Ottawa, Canada.

United States Agents

M. V. McINNES, 2 Avenue Theatre Block, Detroit, Michigan.
JAMES GRIEVE, Spokane, Washington.
J. S. CRAWFORD, 214 W. Ninth St., Kansas City, Missouri.
T. O. CURRIE, Room 12B, Callahan Building, Milwaukee, Wis.
C. J. BROUGHTON, 927 Monadnock Building, Chicago, Illinois.
W. V. BENNETT, 801 New York Life Building, Omaha, Nebraska.
W. H. ROGERS, Box 116, Watertown, South Dakota.
J. H. M. PARKER, 213 Providence Building, Duluth, Minnesota.
E. T. HOLMES, 315 Jackson St., St. Paul, Minnesota.
C. A. LAURIER, Marquette, Michigan.
J. M. MacLACHLAN, 307 Third Street, Wasau, Wisconsin.
CHARLES PILLING, 317 Kittson Ave., Grand Forks, North Dakota.
H. WILLIAMS, Room 20, Law Building, Toledo, Ohio.
JOHN C. DUNCAN, Room 6, Big Four Building, Indianapolis, Indiana.

Great Britain

W. T. R. PRESTON, Commissioner of Emigration, 17 Victoria Street, London, S. W., England.
ALFRED JURY, 15 Water St., Liverpool, England.
G. H. MITCHELL, Birmingham, England.
H. M. MURRAY, 52 St. Enoch Square, Glasgow, Scotland.
W. L. GRIFFITH, Western Mail Building, Cardiff, Wales.
C. R. DEVLIN, 14 Westmoreland St., Dublin, Ireland.
EDWARD O'KELLY, 13 Queen's Square, Belfast, Ireland.

A Centre of Fur Trade

As a fur buying centre Edmonton is one of the most important on the continent. The furs of all the Mackenzie river system of waterways find their ultimate market through Edmonton, and a very large proportion of them are bought here by the great fur houses of the world. There are eight furbuying firms and agencies here, and as a consequence the trader gets all there is in his trade, without delay or expense. Having sold his fur well, without going further east, he is naturally inclined to buy his outfit for next year's trade in the same place, and he does.

Judicial Centre

A judge of the supreme court of the Territories resides in Edmonton, and court is held here regularly. There is a detachment of mounted police in charge of an inspector.

Amusements

As an amusement centre Edmonton occupies a pre-eminent position, having the finest hockey and curling rinks west of Winnipeg, and

plenty of men who like to play both games. There is also an opera house, in which the best companies which travel in the west have performed.

Agricultural Shows and Race Meets

As the centre of the most thickly peopled and most fully developed farming settlement in the west it is a suitable place for agricultural shows and race meetings. The Edmonton Exhibition Association has a first-class half mile track and fenced show ground, with cattle sheds, stables, and agricultural hall beautifully and conveniently situated. Here the most successful exhibition and race meeting of the far west was held last year, and the expectation is that it will be bettered this year, 1903.

Religion and Charity

The leading religious denominations are well represented. The Presbyterian, Methodist, Episcopal, Baptist and Roman Catholic churches would be an ornament to any town. The Presbyterian church, of solid brick, is a specially fine building and is claimed to be the finest Protestant church in the Territories. The St. Joachim's Roman Catholic church is also a very large, handsome and substantial building. The Salvation Army have a detachment in Edmonton. There are two hospitals, the General, a large brick building under the management of the Gray Nuns of Montreal, and the Public, which is an enterprise of the charitable people of the town generally. Both are open to all without distinction of creed. There is also a maternity hospital under the charge of the Sisters of Mercy. The General hospital is the largest hospital building in the Territories and is complete in every particular.

Quarantine of Settlers' Cattle

Settlers' cattle, when accompanied by certificates of health, to be admitted without detention; when not so accompanied, they must be inspected. Inspectors may subject any cattle showing symptoms of tuberculosis to the tuberculin test before allowing them to enter. Any cattle found tuberculous to be returned to the United States or killed without indemnity. Sheep, for breeding and feeding purposes, may be admitted subject to inspection at port of entry, and must be accompanied by a certificate, signed by a Government Inspector, that sheep scab has not existed in the district in which they have been fed for six months preceding the date of importation. If disease is discovered to exist in them, they may be returned or slaughtered. Swine may be admitted, when forming part of settlers' effects, when accompanied by certificate that swine plague or hog cholera has not existed in the district whence they came for six months preceding the date of shipment when not accompanied by such certificate, they must be subject to inspection at port of entry. If found diseased, to be slaughtered without compensation.

Freight Regulations

A.—Carload of settlers' effects, within the meaning of this tariff, may be made up of the following described property for the benefit of actual settlers, viz.: Live stock, any number up to but not exceeding ten (10) head, all told, viz., horses, mules cattle, calves, sheep, hogs; household goods and personal property (second-hand); wagons, or other vehicles, for personal use (second-hand); farm machinery, implements, and tools (all second-hand); lumber and shingles, which must not exceed 2,500 feet in all, or the equivalent thereof; or in lieu of, not in addition to, the lumber and shingles, a portable house may be shipped; seed grain; small quantity of trees or

shrubbery; small lot of live poultry or pet animals; and sufficient feed for the live stock while on the journey. Settlers' effects' rates, however, will not apply on shipments of second-hand waggons, buggies, farm machinery, implements or tools, unless accompanied by household goods.

B.—Less than carloads will be understood to mean only household goods (second-hand); wagons or other vehicles, for personal use (second-hand); and second-hand farm machinery, implements, and tools. Less than carload lots should be plainly addressed.

C.—Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as settlers' effects, and if shipped will be charged the company's regular classified tariff rates.

D.—Should the allotted number of live stock be exceeded, the additional animals will be taken at the ordinary classified rates, over and above the carload rates for the settlers' effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of live stock. (These ordinary tariff rates will be furnished by station agents on application.)

E.—Passes.—One man will be passed free in charge of live stock, when forming parts of carloads, to feed, water and care for them in transit. Agents will use the usual form of live-stock contract.

F.—Top loads.—Settlers are not permitted, under any circumstances, to load any article on the top of box or stock cars; such manner of loading is dangerous, and is absolutely forbidden.

G.—Carloads will not be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the point to which originally consigned.

H.—Carload Rates.—The rates shown in the column headed "Carloads" apply on any shipment occupying a car, and weighing 24,000 pounds (12 tons) or less. If the carloads weigh over 24,000 pounds, the additional rate will be charged for at proportionate rates. (Example: $205 "per car" is equivalent to 85 1-3 cents per hundred pounds, at which additional weight would be charged.)

INFORMATION

For Intending Settlers concerning the Edmonton District for 1904.

1. What is the extent of the Edmonton district?

Edmonton District extends from Township 42, north in the District of Alberta. Area, 60,000 square miles.

2. How far are free grant lands situated from the C. & E. Railway?

Name of Station	East of	West of	North
Penoka	60 miles	20 miles	
Wetaskiwin	50	20	
Millet	40	24	
Leduc	60	24	
Strathcona	70	24	
Edmonton	70	30	25

3. Are there any good farm lands to be bought near railroads?

Yes. Wild lands $3.75 to $7 per acre. Improved lands $8 to $20, within 12 miles.

4. Quote prices of farm implements.

Canadian binders, $150 to $160.
American binders, $160 to $175.
Mowers, $60.
Rakes, $30.
Plows, $20, walking; riding, $55, gang, $75.
Wagons, $70.
Harrows, disc, $40.
Other implements and tools in proportion. Above prices may vary $2 or $3.

5. Quote prices of horses and cattle.

Three year old steers—export—$35 to $45.
Milch cow, $30 to $50.
Horses, driving, $100 to $150.
Heavy team, working, $250 to $350.
Pony, cayuse, $20 to $35.

6. Give price of lumber.

Spruce, native, $16 per M. B. M.
Spruce, shiplap, $20 per M.
Shingles, $2.50 per M.
Lath, $3.50 per M.
Doors, $2.
Window frames, $1.25, unglazed.
Other material in proportion.

7. Would you advise intending settlers to bring horses and farm implements with them?

Horses and cattle. Yes. Farm implements, judge for yourself by answer given to question 4.

8. Give prices of household goods and groceries.

Sugar, 18 lbs. to the $1.00.
Tea, 3 lb. 50c.
Coffee, 40c.
Flour, $2 to $2.25 per 100 lbs.
Wearing apparel and furniture at eastern prices.

9. What are the principal crops grown and with what success? What are the prices given?

Oats, 35 to 100 bushels to acre, average price, 25c.
Wheat, 35 bushels to acre, price 55c.
Barley, 40 bushels, 30 cents.
Potatoes, 300 bushels to acre, 30 to 50 cents.
All root crops yield enormously.

9a. Quote prices of the above.

Wheat, 60 to 87c; Oats, 24 to 30c; barley, 35c; peas, $1.50; flax, 75c; potatoes, 60c.

10. Can stock run out all winter?

Yes. Shelter sheds generally provided in Edmonton district, and hay must be put up for them.

11. What are the homestead regulations?

Every male over 18 years of age can get 160 acres for $10, and females who are widows and the sole support of minor children.

A homesteader living on his homestead, must bring 15 acres under cultivation, erect shack and live on his place six months of each year, for three years before he can apply for his patent.

Homesteader may live with his parents or on purchased land in the vicinity of his homestead. In that case he must bring 30 acres under cultivation.

Any homesteader raising 20 head of stock, which means cattle and horses only, and fencing 80 acres of his homestead, may apply for his patent. In other words stock and fencing may be substituted for breaking and cultivating, provided his residential duties are performed as set forth above, with parents, on homestead, or on purchased land in the vicinity.

12. What game, if any, have you in your district?

Ducks, geese, waveys, swan, chicken partridge, rabbits, deer, antelope and moose.

13. How long may a person remain in the Immigration Hall?

Seven days, fuel, water and light provided.

14. Can government lands be purchased?
There are no government lands for sale. All held for homesteaders.

15. Can a person make entry for another?
Yes, on producing the necessary authority. Write party an ordinary letter giving him authority to do so, and write for agency forms to the nearest land office.

16. How much stock can be taken from the United States into Canada free?
One horse or cow for each ten acres secured either by homesteading or purchase. Limit in acres, 320, 20 per cent. charged for excess.

17. What capital does a man require to start with?
If single, from $25 to $250, if married, $250 to $500, all depends on the man. Some of our best settlers started with $10.

18. Can I rent a farm and on what terms?
Yes. Half the crop and increase.

19. What is house rent in town?
$15 to $30 per month.

20. Where are the good ranching lands and how may they be obtained?
Southern Alberta. Write the Dominion land agent at Lethbridge, Alta. Northern Alberta is a mixed farming district.

21. Can a man take up a homestead after having one in Manitoba?
If he has abandoned his previous entry he may, but if he has earned patent for his first homestead he is not eligible to enter again unless he was entitled to patent prior to 2nd June, 1889.

22. Give names of local papers.
Edmonton: Bulletin and Journal.
Strathcona: Plaindealer.
Ponoka: Herald.
Wetaskiwin: Times.

23. Will you send list of reliable farmers with whom I can correspond?
Alex. McLay, Horse Hills, Alta.; Thomas Daly, Clover Bar; R. McKernan, Strathcona; W. H. Pearce, Agricola; J. McPherson, Stony Plain.

24. Give population of towns.
Edmonton, 5,600.
Strathcona, 2,200.
Leduc, 600.
Wetaskiwin, 1,400.
Ponoka, 800.

25. Can a person have another do his homestead duties for him?
A reasonable amount, say five acres of breaking, some fencing and some building. See question 11.
He may hire the labor and breaking done; residence must be personal.

26. To how much timber is a homesteader entitled and at what cost?
Entitled to what is on his own place free of charge for his own use on it.
Having no timber on his homestead, he may take out a free permit for 25 cents, which calls for 3,000 lineal feet, or 9,250 feet B. M., 2,000 poplar fence rails, 400 roof poles, 500 fence posts, and dry timber for fuel and fencing, all of which may be cut on named vacant Dominion lands.
All settlers are besides entitled to a purchase permit at $1.50 per M. B. M., or one cent per foot lineal. This may be cut off named vacant Dominion lands.

27. How much money will it take to build a small shack and stable?
Labor performed by self, $40 to $75.

28. How far is Edmonton from Winnipeg and how far north from the United States boundary.
800 miles direct. 1,000 by rail. About 400 miles.

29. Is the district well wooded and watered?
Yes, an abundant supply of each.

30. Give information regarding the quarantine of stock.
Write the Comptroller of Customs, Ottawa.

31. Give immigration rates.
Write any agent of Canadian Pacific Railway, or Canadian Northern Railway, or Grand Trunk Railway, Montreal, Toronto, Winnipeg or Vancouver.

32. What are the rates of wages paid?
Common labor, $1.50 to $1.75.
Mechanics, $2.50 to $5.00.

33. What kind of country is there next the mountains?
This country is known as the Foothills, rolling and wooded, with open patches, good grazing and pure water and plenty of grass and fish.

34. What are the market prices for produce?
Local: Eggs, 20c; butter, 20c; pork, 4 1-2c, live weight; beef, 6 1-2c, etc.

35. What railways are projected?
C. P. R. branches, Grand Trunk, Canadian Northern and Trans-Canadian.

36. When should a settler arrive?
Settler, in March. Investigator, May or September.

37. Who can take up a claim?
See answer to question 11.
38. How much improvement has a homesteader to do each year?
39. How far does settlement extend from Edmonton?
70 miles east, 40 miles north and west.
40. What branch railways are projected?
One from Strathcona and Edmonton east and west, one from Leduc, Wetaskiwin and Ponoka, etc.
41. How much land can one get as a homestead and can a man get a second homestead?
160 acres. No.
42. How much is hay per ton?
$5 to $8.
43. Give name of nearest immigration agent.
44. What class of settlers are in your district?
Canadians, Americans, Norwegians Swedes, English, Irish, Scotch, French, Austrians and Russians, and Germans, etc.
45. Can a person borrow money on a homestead before patent issue?
No. See clause 44 of Dominion lands act as to hiring money before making entry from private corporations.
46. How far is the prairie land from the railroad in your district?
Open prairie 30 miles east. The railway runs through partially wooded district with open patches all along from Ponoka north.
47. Is there coal in your district and at what price?
District underlain with soft coal. $3 to $3.50 per ton.
48. Would it pay to bring in breeding stock?
Yes.
49. What is the population of Northern Alberta?
Edmonton district about 40,000.
50. Can a settler get a pass to come out on?
No. If in U. S. write nearest Canadian government agent as to special rates in Canada.
51. What are the principal industries of Edmonton and the surrounding country?
Cattle and grain raising, milling, lumbering, pork packing, trapping. Different towns have flour mills, tanneries, grain elevators, foundries etc.
52. What chances are there for a market gardener?
Good for one who has capital and knows his business.
53. What is the price of fuel?
Wood $2 per load. Coal $3.50 per ton.
54. What is the rate of board at private house and hotels?
Private house $5 per week and less. Hotels $1 to $2.50 per day.
55. What is the price of barbed wire?
$4.50 per hundred.
56. What churches have you?
All denominations, Methodist, Presbyterian, English, Baptist, Catholic, Salvation Army, etc.
57. What are the store rents?
$20 to $75 per month.
58. Are there any schools?
Yes. School districts are formed throughout the entire district. All the towns have excellent school buildings, and the country schools compare well with those is the East.
59. Is taxation heavy?
No. The only taxes on a quarter section are the road and school taxes, levied by the settlers themselves. They amount to about $2.50 and $5 per year per quarter section. There is no such thing as taxes on goods and chattels. $7.50 to $10 per year will cover all taxes on a quarter section.
60. Are there post offices and banks throughout the district?
Yes, and more being established each month as settlement increases. Every small town has a bank.
61. Should a settler look over the land himself?
By all means.
62. Can the Dominion land agent make entry for me?
No. You will either have to make personal entry or appoint some agent other than the Dominion land agent to make entry on your behalf.
63. What are the prices of school lands, Hudson's Bay Company lands, railway lands?
School lands not yet for sale, are valued at $7 per acre. H. B. Co. lands, $5 to $10 per acre; railway land, $5 to $6 per acre.
64. Can I lease land from the government?
Yes for grazing purposes, school lands at 4 cents per acre, and Dominion lands at 2c per acre.
65. To what district should a prairie farmer go?
He should go east of the railway 30 miles. The wooded and partially open district lies west of the railway and north of Edmonton.
68. What commission will you allow me for handling government lands?
No government lands for sale. No agents employed on commission.
70. What is the Vermilion district like east of Edmonton?
Open rolling prairie country, soil good, easy breaking.
71. What is the Strawberry Creek country, west of Leduc?

Rolling, partially wooded, rich soil, underlain with coal, plenty of water and grass.

72. What is the Beaver Hills and Lake district like?

Beaver Hills, rolling and wooded; Beaver Lake, more open, rich soil, quite well settled.

73. What is the Pigeon Lake district like?

Lies west of Ponoka, good soil, partially wooded, part just opened up, good for mixed farming.

74. What is the country like north of Edmonton?

Has rich soil, partially wooded, plenty of water, suited for mixed farming.

75. What is the Peace River district like?

Very much like the Edmonton district; milder climate, more sunshine in same number of hours during summer, somewhat earlier than Edmonton district. Not yet opened up. Good country for pioneers used to being away from railways and towns, suited either to ranching or grain growing. Just being opened up for settlement.

76. How deep is the soil?

Eight to twenty-four inches.

77. What are the prospects of railway being built east and west of Edmonton?

Surveys now made. Announced that construction will be carried on from East. Begin this end this summer, 1904.

78. What is the Athabasca district like?

See description of Peace River. The country along the Athabasca River, rather rough and wooded and hard to clear.

79. Should a man come without tools, stock, etc, if he has money.

Settlers from old country, yes. Canadians and Americans can judge from prices quoted above.

81. What provision does the government make on arrival?

Has immigration halls and tents for temporary use at all important points.

82. How much can a land guide charge per day?

He is paid $2 per day by the government. The intending settler pays for team and grub.

83. What is the altitude of Edmonton?

2,158 feet above sea level.

84. Do streams hold up well?

Yes, mostly mountain streams, water good.

85. Are the seasons dry or wet?

Last five years have been wet, former five years more uniform and dryer, drouth not known.

86. Should a man bring his family with him?

A western man might. An old country farmer should bring them out later.

87. How about farmers' wages?

Pays best to work for yourself. A raw green hand should make grub and board at once, and work up to $18 a month and keep.

88. What kind of persons will succeed the best?

Any sober, industrious man can succeed. Intemperate men cannot. Only men who go at farming as a business, not as a pastime, can get on. Success here means hard work and industry. Nature has supplied the raw material bountifully.

89. What are the prices of town lots?

$50 to $10,000, depending on the town and locality of it.

90. What show is there for brick layers, painters, carpenters, etc.

Good in spring, summer and fall.

91. What is the average temperature in summer and winter?

Summer 55 to 65. Winter, highest 53 above, lowest 30 below, averages winter about 15 above.

92. What fruits can be raised?

All the smaller fruits grow and yield well. Apples not grown, climate and soil not suitable. Corn is now being grown for garden use, a few years ago it was a curiosity.

93. How deep do you go for water?

Twelve to eighty feet, depending on the locality. Water plentiful.

95. What is the average rain and snow fall?

Rainfall in inches:

	1900	1901
April	2.60	1.11
May	2.71	2.02
June	8.77	7.09
July	3.91	11.10
August	4.18	0.72

Snowfall, winter, about 18 inches.

96. What are the roads like?

The very best in winter and dry seasons. In wet seasons heavy and sticky. Always good in winter and fall.

97. Have you flour mills?

Yes, in each town one or two.

98. Does hog raising pay?

Yes, well. Mixed farming pays the best in this district.

99. How far do you have to go for fuel?

Coal and wood right at the door, except in the extreme east part of the district, where they are scarce.

100. Where can homestead entries be made?

In Edmonton district at Edmonton, Fort Saskatchewan, Ponoka,

101. Is there much alkali or gumbo in your district.

Very little.

102. What protection have you in the town against fire?

Volunteer fire brigade well equipped with steamer, hose reels, hook and ladder and chemical engine.

103. Has the town a system of water works, and is it electrically lit?

Yes. A new system of waterworks was installed in town last year at a cost of over $80,000, with pressure of 60 pounds to the square inch; and we have a first-class all night electric service owned by the town.

104. Have you a street railway?

The city holds the charter from the government for town and ten miles suburban service. Capitalists are now negotiating for this privilege and a street railway is certain.

105. Have you a Board of Trade in your town?

Yes, a live one, composed of the following officers: President, J. H. Morris; Vice-Pres., A. B. Campbell; Council of the board, John A. McDougall, F. F. Fisher, G. R. Kirkpatrick, J. H. Picard, E. C. Pardee Chas. May, T. W. Lines, J. B. Mercer, J. H. Gariepy, Thos. Bellamy, and A. C. Fraser, Secretary and Treasurer, F. F. Tims.

106. Give kinds of fish to be had.

Whitefish, Tullibee, Gold Eyes, Trout, Jackfish, Pickerel, all the lakes and streams abound with some of the above species.

107. What show is there for stores of any kind in Edmonton?

Although all branches of trade are well represented, the influx of settlers is so large that continually new business premises are being opened out; the intending storekeeper would have to be his own judge. New towns are springing up in all directions, affording ample opportunity for the investor and speculator.

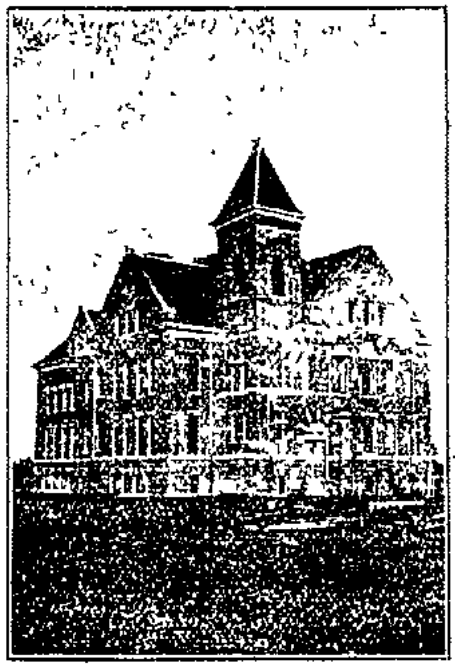
108. Are there schools for the higher education?

Yes. The High School and the Alberta College with extensive curriculum.

109. Can a teacher from the United States become qualified for a position in the Northwest.

Yes, by passing the Normal examination of the board of examiners.

PUBLIC SCHOOL



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Manufacturing Finest Clear Havana Cigars — V. SHAW, Prop.

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Our Clear Havana Brand, made in 3 sizes

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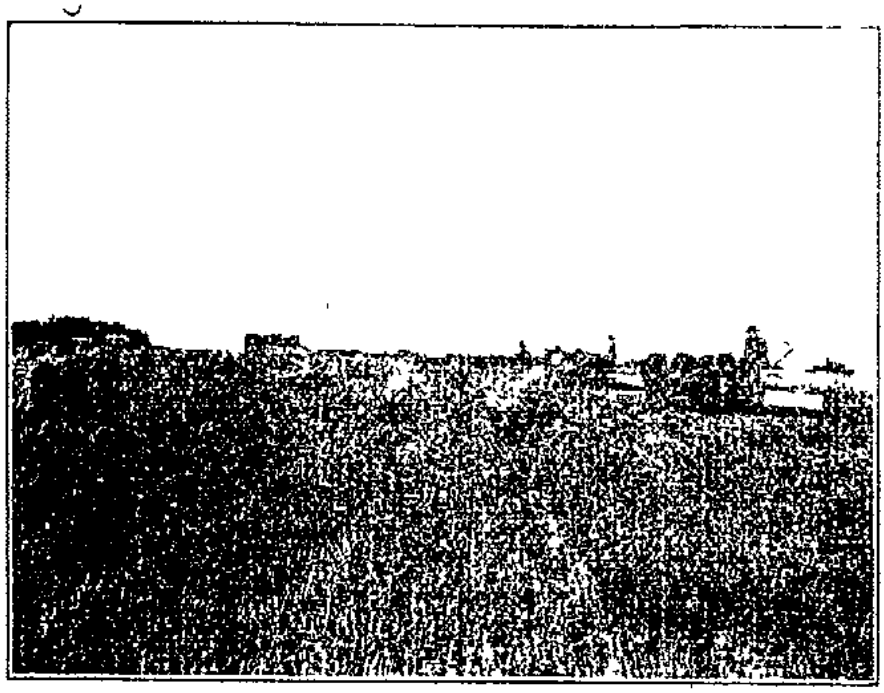
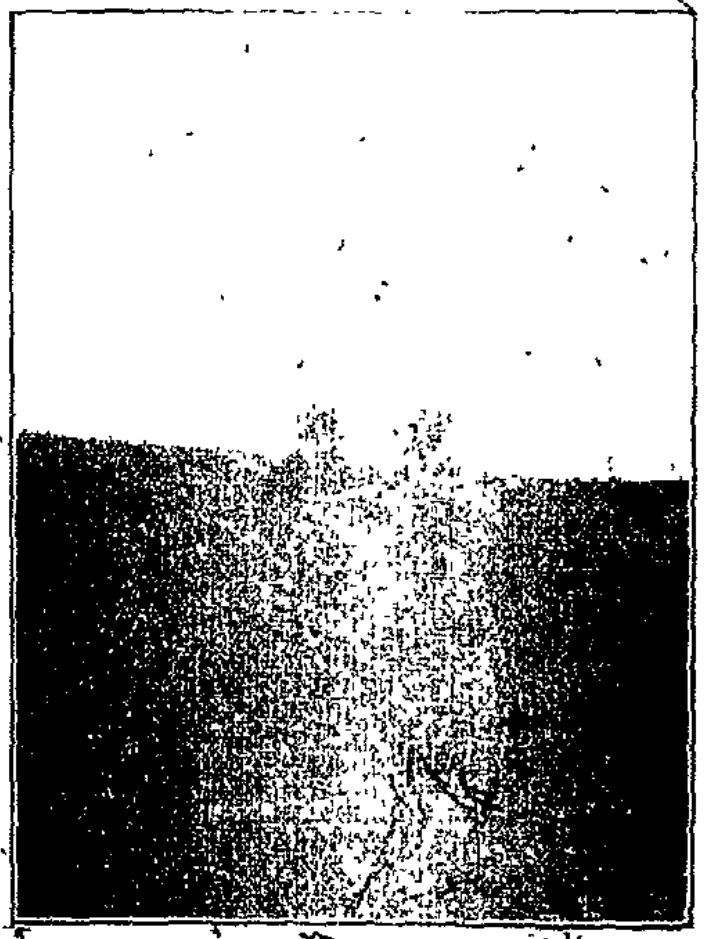




D. R. FRASER & CO.

Codes used, A B C [illegible] Telcode

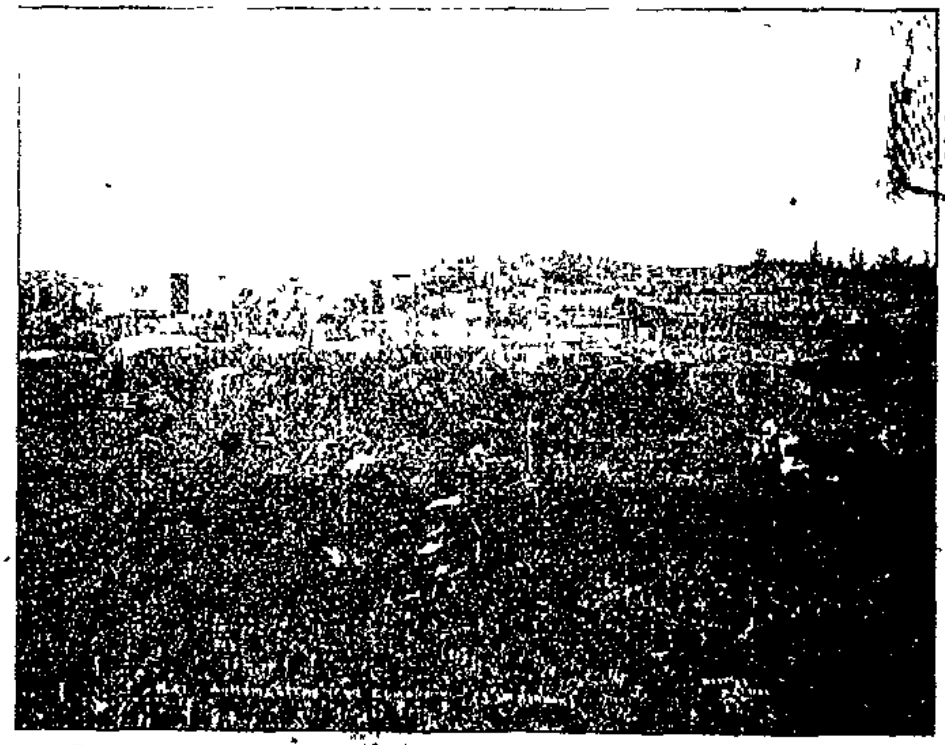
Edmonton Saw Mills

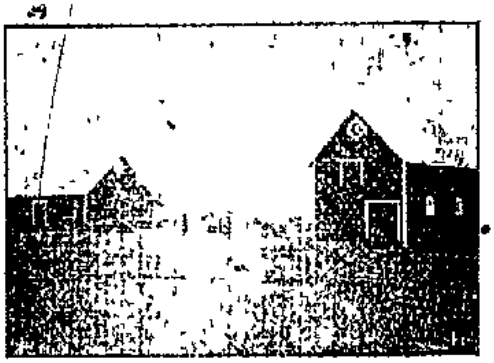
ESTABLISHED [illegible] YEARS

Telephone Mill 5 A Town Lumber Yard 5.

Wholesale and Retail Dealers in Spruce Fir, Tamarac, Cedar. Largest importers of first-class British Columbia Lumber. Always in stock a well assorted supply of all material required for the construction of Stores, Banks, Dwelling Houses, &c.

All Orders receive prompt attention





One [illegible] Edmonton

We Buy and Sell Farm and City Real Estate

We have a large [illegible] Farm lands for sale in the Vermilion [illegible] Sturgeon, Stony Plain Lake St. [illegible] Also lots in all parts of [illegible]

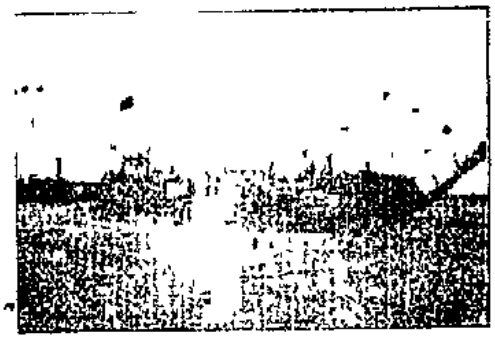
Call or write us [illegible] Price List, &c

CRAFTS & LEE

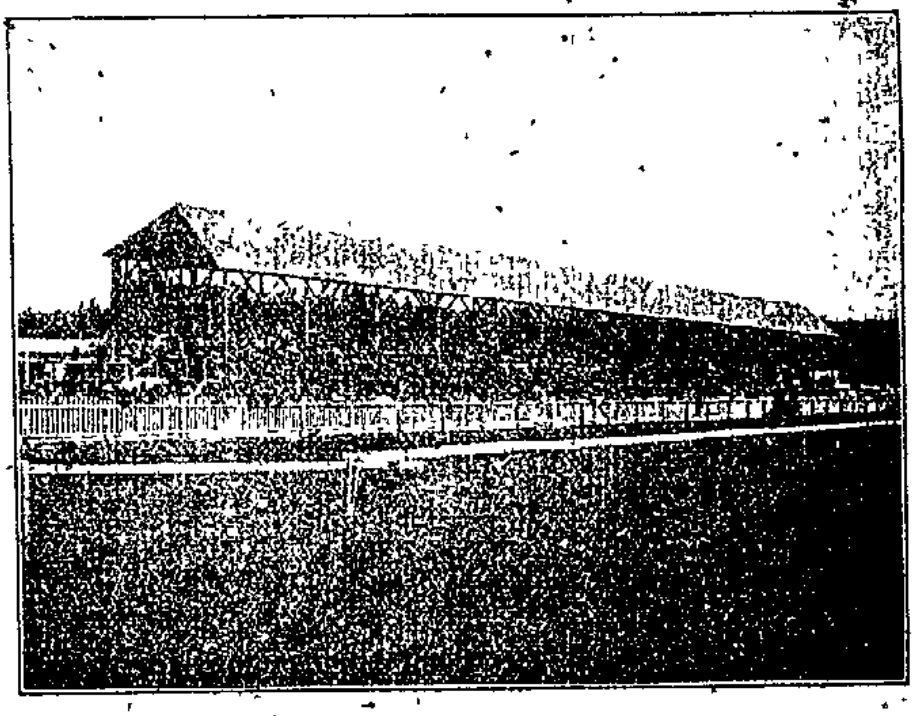
REAL ESTATE DEALERS

Reference, Merchants Bank, Edmonton

EDMONTON, ALTA.



Threshing Scene on a Farm Near Edmonton



Grand Stand and Edmonton Race Track

FREE HOMESTEAD LAND

TOWNSHIP PLAN

NORTH

RANGE No.

31	32	33	34	35	36
30	School 29	28	27	H.B.C. 26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	H.B.C. 8	9	10	School 11	12
6	5	4	3	2	1

WEST

EAST

Survey Marks and Stakes on Block Line
Showing Road Allowances

SOUTH

Heavy lines are Township outlines, no road allowances.
Light lines road allowances.
Dotted lines not road allowances.
School reserves Sections 11 and 29.
H. B. Co.'s reserves Sections 8 and 26.
No H. B. reserves north of the Saskatchewan River.
Other even numbered sections Free Homestead.
Other odd numbered sections belong to C. P. R.
Township number consecutively from the international boundary north.
Ranges number consecutively west from principal Meridians I, 2, 3, 4 and 5.

Homestead rights may be acquired by any person who is the sole head of a family, or by any male over 18 years, to the extent of 160 acres or one quarter section.

Entry fee, $10.00.

Patent granted in three years. No fee on proving up.

Patent is earned by residence on homestead six months in each of three years, and cultivation of a reasonable portion of the land.

Residence is permitted with parents of homesteader, if they reside on a farm in the vicinity.

Or upon any land in the vicinity owned by the homesteader.

C. P. R. lands are for sale on easy terms and prices according to location.

School lands are sold by public auction at times fixed by Government.

Farms within 20 miles of Edmonton, $10 to $15 an acre, according to location, quality and improvements.